

CAA Decision to delay implementation of various AMC and GM to UK (EU) Reg No 1178/2011 Part FCL and Part ORA pursuant to Article 76(3) of UK (EU) Reg No 2018/1139

DECISION No. 5

Publication date: 5 March 2021

Decision to extend the withdrawal of UKQB 06, from 31 January 2022, to 31 December 2022 thereby delaying the end date for qualifying under the old syllabus, by means of amending Article 3 to Executive Director Decision 2018/001/R dated 6 February 2018 of UK (EU) Reg No 1178/2011

Background

1. The European Union Aviation Safety Agency Executive Director Decision 2018/001/R of 6 February 2018, amended the Acceptable Means of Compliance (“AMC”) and Guidance Material (“GM”) to Annex I Part FCL and Annex VII Part ORA laying down theoretical knowledge syllabi and learning objectives for airline transport pilot licence (ATPL), multi-crew pilot licence (MPL), commercial pilot licence (CPL), and instrument rating (IR) for aeroplanes (A) and helicopters (H). The AMC and GM adopted by the CAA on 1 January 2021 included that AMC and GM.
2. By application of Regulation (EU) No 1178/2011 as retained (and amended in UK domestic law) under the European Union (Withdrawal) Act 2018 (“**UK (EU) Reg No 1178/2011**”) Annex I Part FCL.025(b)(2), states that an applicant has successfully completed the required theoretical knowledge examination if they have passed all the required theoretical examination papers within a period of 18 months counted from the end of the month when the applicant first attempted an examination.
3. However, the CAA is aware that Covid-19 has delayed the opportunity of examination candidates to sit their examinations.
4. Consequently, in the absence of this CAA Decision, candidates that studied the previous syllabi UKQB 06 would be unable to qualify against that examination bank unless they had sat their first examination on or before 31 July 2020.
5. The intention of this Decision is to provide candidates that sit their first examination under the UKQB 06 syllabus the opportunity to pass the theoretical component of their examinations provided they sit their first examination by 30 June 2021.

Decision

1. The CAA, under Article 76(3) of UK (EU) Reg No. 2018/1139, has decided to adopt amended AMC and GM that provides airline transport pilot licence (ATPL), multi-crew pilot licence (MPL), commercial pilot licence (CPL), and instrument rating (IR) for aeroplanes (A) and helicopters (H) candidates that sit their first examination under the UKQB 06 syllabus the opportunity to pass the theoretical component of their examinations provided they sit their first examination by 30 June 2021, subject to the following conditions:
 - a) all students making use of extended period for sitting examinations based on UKQB 06 have confirmation from their Approved Training Organisation (“ATO”) that the ATO will provide support to the student regarding the associated training provision during the period examinations are taken;
 - b) students sit exams using only UKQB 06 or UKQB 2020 but not both (i.e. students are not able to move between question banks.

This Decision will remain in force unless revoked or amended by the CAA.

The AMC and GM attached at Schedule 1 to this Decision came into force on 1 August 2020 and should be read in conjunction with this Decision.

Definitions

UKQB 06; refers to United Kingdom Questions Bank version 06, which was previously European Questions Bank version 06.

UKQB 2020; refers to United Kingdom Questions Bank version 2020.

References to EU regulations are to those regulations as retained and amended in UK domestic law under the European Union (Withdrawal) Act 2018 and are referenced “UK (EU) Reg No XXXX/XXX”.



Rob Bishton
For the Civil Aviation Authority of the United Kingdom

Date of Decision: 5 March 2021

Date of Decision Coming into force: 5 March 2021

Schedule 1

Includes the Acceptable Means of Compliance (AMC) and Guidance Material (GM) documents referenced to below:

Annex I to ED Decision 2018/001/R

‘Acceptable Means of Compliance (AMCs) and Guidance Material (GM) to Part-FCL Amendment 4’

The text of the amendment is arranged to show deleted text, new or amended text as shown below:

- (a) deleted text is ~~struck through~~;
- (b) new or amended text is highlighted in grey;
- (c) an ellipsis ‘[...]’ indicates that the rest of the text is unchanged.

1. New AMC1 to FCL.025(a)(2) is inserted:

‘AMC1 FCL.025(a)(2) Theoretical knowledge examinations for the issue of licences and ratings

COMPLETION OF THE AREA 100 KSA ASSESSMENT BEFORE FINAL EXAMINATION

Before being recommended by an ATO to sit the final examination paper at the first attempt, an applicant for a professional licence should have successfully completed the applicable Area 100 KSA summative assessments and mental maths test at the ATO.’

2. AMC1 FCL.310; FCL.515(b); FCL.615(b) is amended as follows:

The table of contents and all tables are deleted and replaced by the following:

‘AMC1 FCL.310; FCL.515(b); FCL.615(b) Theoretical knowledge examinations

LEARNING OBJECTIVES FOR ATPL, CPL, IR, CB-IR(A) and EIR

(a) Aeroplanes and helicopters

GENERAL

In the tables of this AMC, the applicable LOs for each licence or rating are marked with an ‘X’.

The LOs define the subject knowledge and applied knowledge, skills and attitudes that a student pilot should have assimilated during the theoretical knowledge course.

The LOs are intended to be used by an approved training organisation (ATO) when developing the Part-FCL theoretical knowledge elements of the appropriate course. It should be noted, however, that the LOs do not provide a ready-made ground training syllabus for individual ATOs, and should not be seen by organisations as a substitute for thorough course design. Adherence to the LOs should become part of the ATO’s compliance monitoring scheme as required by ORA.GEN.200(a)(6).

ATOs are required to produce a training plan for each of their courses based on the instructional systems design (ISD) methodology as specified in AMC2 ORA.ATO.230.

Additional guidance on the meaning and taxonomy of the verbs used in the LOs can be found in GM1 FCL.310, FCL.515(b), and FCL.615(b).

TRAINING AIMS

After completion of the training, a student pilot should:

- be able to understand and apply the subject knowledge in order to be able to identify and manage threats and errors effectively;
- meet at least the Area 100 KSA minimum standard.

INTERPRETATION

The abbreviations used are ICAO abbreviations listed in ICAO Doc 8400 ‘ICAO Abbreviations and Codes’, or those listed in GM1 FCL.010.

Where an LO refers to a definition, e.g. ‘Define the following terms’ or ‘Define and understand’ or ‘Explain the definitions in ...’, candidates are also expected to be able to recognise a given definition.

Below is a table showing the short references to applicable legislation and standards:

Reference	Legislation/Standard
The Basic Regulation	Regulation (EC) No 216/2008 of the European Parliament and of the Council of 20 February 2008 (as amended)
The Aircrew Regulation	Commission Regulation (EU) No 1178/2011 of 3 November 2011 (as amended)
Part-FCL	Annex I to Commission Regulation (EU) No 1178/2011 of 3 November 2011 (as amended)
Part-MED	Annex IV to Commission Regulation (EU) No 1178/2011 of 3 November 2011 (as amended)
CS-23, CS-25, CS-27, CS-29, CS-E and CS-Definitions	Refer to the CS parts in Book 1 of the correspondingly numbered EASA Certification Specifications
AMC-23, AMC-25, etc.	Refer to the AMC parts in Book 2 of the correspondingly numbered EASA Certification Specifications
Single European Sky Regulations	<p>Regulation (EC) No 549/2004 of the European Parliament and of the Council of 10 March 2004 laying down the framework for the creation of the single European sky (the framework Regulation)</p> <p>Regulation (EC) No 550/2004 of the European Parliament and of the Council of 10 March 2004 on the provision of air navigation services in the single European sky (the service provision Regulation)</p> <p>Regulation (EC) No 551/2004 of the European Parliament and of the Council of 10 March 2004 on the organisation and use of the airspace in the single European sky (the airspace Regulation)</p> <p>Regulation (EC) No 552/2004 of the European Parliament and of the Council of 10 March 2004 on the interoperability of the European Air Traffic</p>

	Management network (the interoperability Regulation)
Passenger Rights Regulation	Regulation (EC) No 261/2004 of the European Parliament and of the Council of 11 February 2004 establishing common rules on compensation and assistance to passengers in the event of denied boarding and of cancellation or long delay of flights, and repealing Regulation (EEC) No 295/91
RTCA/EUROCAE	<i>Refers to correspondingly numbered documents:</i> Radio Technical Commission for Aeronautics/ European Organisation for Civil Aviation Equipment
ITU Radio Regulation	International Telecommunication Union Radio Regulation
NASA TM-85652	National Aeronautics and Space Administration — Technical Memorandum 85652

'Applicable operational requirements' means Annexes I, II, III, IV and V to Commission Regulation (EU) No 965/2012 of 5 October 2012 (as amended).

The General Student Pilot Route Manual (GSPRM) contains planning data plus aerodrome and approach charts that may be used in theoretical knowledge training courses. The guidelines on its content can be found in this AMC, in front of the LO table for Subject 033 'Flight planning and monitoring'.

Excerpts from any aircraft manuals including but not limited to CAP 696, 697 and 698 for aeroplanes, and CAP 758 for helicopters may be used in training. Where questions refer to excerpts from aircraft manuals, the associated aircraft data will be provided in the examinations.

Some numerical data (e.g. speeds, altitudes/levels and masses) used in questions for theoretical knowledge examinations may not be representative for helicopter operations, but the data is satisfactory for the calculations required.

Note: In all subject areas, the term 'mass' is used to describe a quantity of matter, and 'weight' when describing the force. However, the term 'weight' is normally used in aviation to colloquially describe mass. The pilot should always note the units to determine whether the term 'weight' is being used to describe a force (e.g. unit newton) or quantity of matter (e.g. unit kilogram).'

DETAILED THEORETICAL KNOWLEDGE SYLLABUS AND LOs FOR ATPL, CPL, IR, CB-IR(A) and EIR

GENERAL

The detailed theoretical knowledge syllabus outlines the topics that should be taught and examined in order to meet the theoretical knowledge requirements appropriate to ATPL, MPL, CPL, IR, CB-IR(A) and EIR.

For each topic in the detailed theoretical knowledge syllabus, one or more LOs are set out in the appendices as shown below:

- Appendix 010 AIR LAW
- Appendix 021 AIRCRAFT GENERAL KNOWLEDGE — AIRFRAME, SYSTEMS AND POWER PLANT
- Appendix 022 AIRCRAFT GENERAL KNOWLEDGE — INSTRUMENTATION
- Appendix 031 FLIGHT PERFORMANCE AND PLANNING — MASS AND BALANCE

- Appendix 032 FLIGHT PERFORMANCE AND PLANNING — PERFORMANCE — AEROPLANES
- Appendix 033 FLIGHT PERFORMANCE AND PLANNING — FLIGHT PLANNING AND MONITORING
- Appendix 034 FLIGHT PERFORMANCE AND PLANNING — PERFORMANCE — HELICOPTERS
- Appendix 040 HUMAN PERFORMANCE AND LIMITATIONS
- Appendix 050 METEOROLOGY
- Appendix 061 NAVIGATION — GENERAL NAVIGATION
- Appendix 062 NAVIGATION — RADIO NAVIGATION
- Appendix 070 OPERATIONAL PROCEDURES
- Appendix 081 PRINCIPLES OF FLIGHT — AEROPLANES
- Appendix 082 PRINCIPLES OF FLIGHT — HELICOPTERS
- Appendix 090 RADIO COMMUNICATIONS (RESERVED)
- Appendix AREA 100 KNOWLEDGE, SKILLS AND ATTITUDES (KSA)

3. New GM1 to FCL.310; FCL.515(b); FCL.615(b) is inserted:

‘GM1 FCL.310; FCL.515(b); FCL.615(b) Theoretical knowledge examinations

EXPLANATION OF THE VERBS USED IN THE BENJAMIN BLOOM TAXONOMY

- (a) The depth or level of learning to be achieved during the training and the corresponding level of attainment to be examined or assessed is based on the following taxonomy. In each case, the level of knowledge or skill is signified by the learning objective (LO) verb.
- (b) The majority of the LOs relate to the cognitive domain. The taxonomy described by B. Bloom (1956) and Anderson & Krathwohl (2001) has been used as the standard.
- (c) The six sequential increasing levels of required cognitive learning are identified by the LO verb. Hence the lowest level ‘remember’ is signified by verbs such as ‘state’, ‘list’, ‘define’ and ‘recall’ whilst the next higher level of ‘understand’ is signified by verbs such as ‘describe’ and ‘explain’. The third level of ‘apply’ is signified by the verbs ‘calculate’, ‘interpret’, ‘relate’ and ‘solve’. However, the higher levels of ‘analyse’, which would be signified by the verbs ‘plan’ or ‘discuss’ and ‘evaluate’ and ‘create’ are less common due at least partially to questions presently possible in the ECQB examination.
- (d) The LOs used in Area 100 KSA differ in that they require a combination of knowledge and skills. However, the ‘skill’ level does not relate to Bloom’s psychomotor taxonomy but is more closely aligned to the higher taxonomy levels required in medicine, because knowledge and skills must be combined by the student pilot in a strategy.
- (e) The verbs ‘demonstrate’ and ‘show’, with their meanings defined below, have therefore been used to supplement the cognitive LO verbs for the Area 100 KSA LOs.
- (1) ‘Demonstrate’ means the selection and use of the appropriate knowledge, skills and attitudes within a strategy to achieve an effective outcome. It signifies a high taxonomy level and would normally be assessed using multiple indicators from more than one core competency.
 - (2) ‘Show’ means the attainment of knowledge, skill or attitude. It signifies a lower taxonomy level than ‘demonstrate’ and would normally be assessed by a single indicator.’

4. AMC1 FCL.615(b) ‘IR — Theoretical knowledge and flight instruction’ is amended as follows:

‘AMC1 FCL.615(b) IR — Theoretical knowledge and flight instruction

SYLLABUS OF THEORETICAL KNOWLEDGE FOR THE IR FOLLOWING THE COMPETENCY-BASED MODULAR COURSE AND EIR

- (a) ~~The following tables contain the detailed theoretical knowledge syllabus for the IR following the competency-based modular route (IR(A)) and the EIR.~~ The syllabus for the theoretical knowledge instruction and examination for the ATPL, MPL, CPL and IR in AMC1 FCL.310, FCL.515(b) and FCL.615(b) should be used for the CB-IR(A) and the EIR respectively.
- (b) Aspects related to threat and error management (TEM) ~~non-technical skills~~ should be included in an integrated manner, taking into account the particular risks associated to the licence and the activity.
- (c) An applicant who has completed a modular IR(A) course according to Appendix 6 Section A and passed the IR(A) theoretical knowledge examination should be fully credited towards the requirements of theoretical knowledge instruction and examination for a competency-based IR(A) or EIR within the validity period of the examination. An applicant wishing to transfer to a competency-based IR(A) or EIR course during a modular IR(A) course should be credited towards the requirements of theoretical knowledge instruction and examination for a competency-based IR(A) or EIR for those subjects or theory items already completed.
- (d) An applicant for an IR(A), who has completed an EIR theoretical knowledge course and passed the EIR theoretical knowledge examination according to FCL.825, should be fully credited towards the requirements of theoretical knowledge instruction and examination for a competency-based IR(A) according to Annex 6 Section Aa.

010-00-00-00	AIR LAW
010-04-00-00	PERSONNEL LICENSING
010-05-00-00	RULES OF THE AIR
010-06-00-00	PROCEDURES FOR AIR NAVIGATION SERVICES — AIRCRAFT OPERATIONS (PANS OPS)
010-07-00-00	AIR TRAFFIC SERVICES AND AIR TRAFFIC MANAGEMENT
010-08-00-00	AERONAUTICAL INFORMATION SERVICE
010-09-00-00	AERODROMES (ICAO Annex 14, Volume I, Aerodrome Design and Operations)
022-00-00-00	AIRCRAFT GENERAL KNOWLEDGE — INSTRUMENTATION
022-02-00-00	MEASUREMENT OF AIR DATA PARAMETERS
022-04-00-00	GYROSCOPIC INSTRUMENTS
022-13-00-00	INTEGRATED INSTRUMENTS — ELECTRONIC DISPLAYS
033-00-00-00	FLIGHT PLANNING AND MONITORING
033-02-00-00	FLIGHT PLANNING FOR IFR FLIGHTS
033-03-00-00	FUEL PLANNING
033-04-00-00	PRE-FLIGHT PREPARATION
033-05-00-00	ICAO FLIGHT PLAN (ATS FLIGHT PLAN)
040-00-00-00	HUMAN PERFORMANCE
040-01-00-00	HUMAN FACTORS: BASIC CONCEPTS
040-02-00-00	BASIC AVIATION PHYSIOLOGY AND HEALTH MAINTENANCE
040-03-00-00	BASIC AVIATION PSYCHOLOGY

050-00-00-00	METEOROLOGY
050-01-00-00	THE ATMOSPHERE
050-02-00-00	WIND
050-03-00-00	THERMODYNAMICS
050-04-00-00	CLOUDS AND FOG
050-05-00-00	PRECIPITATION
050-06-00-00	AIR MASSES AND FRONTS
050-07-00-00	PRESSURE SYSTEMS
050-08-00-00	CLIMATOLOGY
050-09-00-00	FLIGHT HAZARDS
050-10-00-00	METEOROLOGICAL INFORMATION
062-00-00-00	RADIO NAVIGATION
062-02-00-00	RADIO AIDS
062-03-00-00	RADAR
062-05-00-00	AREA NAVIGATION SYSTEMS, RNAV/FMS
092-00-00-00	IFR COMMUNICATIONS
092-01-00-00	DEFINITIONS
092-02-00-00	GENERAL OPERATING PROCEDURES
092-03-00-00	ACTION REQUIRED TO BE TAKEN IN CASE OF COMMUNICATION FAILURE
092-04-00-00	DISTRESS AND URGENCY PROCEDURES
092-05-00-00	RELEVANT WEATHER INFORMATION TERM
092-06-00-00	GENERAL PRINCIPLES OF VHF PROPAGATION AND ALLOCATION OF FREQUENCIES
092-07-00-00	MORSE CODE

5. **AMC2 FCL.615(b) to AMC8 FCL.615(b) 'IR — Theoretical knowledge and flight instruction' are deleted:**

~~'AMC2 FCL.615(b) IR — Theoretical knowledge and flight instruction~~

~~DETAILED THEORETICAL KNOWLEDGE SYLLABUS AND LEARNING OBJECTIVES~~

~~Subject Air Law (Competency-based modular training course (CBIR(A)) for instrument rating according to Appendix 6 Aa and en route instrument rating (EIR) course according to FCL.825)~~

~~[...]~~

~~'AMC3 FCL.615(b) IR — Theoretical knowledge and flight instruction~~

~~DETAILED THEORETICAL KNOWLEDGE SYLLABUS AND LEARNING OBJECTIVES~~

~~Subject Aircraft General Knowledge — Instrumentation (Competency-based modular training course (CBIR(A)) for instrument rating according to Appendix 6 Aa and en route instrument rating (EIR) course according to FCL.825)~~

~~[...]~~

~~'AMC4 FCL.615(b) IR — Theoretical knowledge and flight instruction~~

~~DETAILED THEORETICAL KNOWLEDGE SYLLABUS AND LEARNING OBJECTIVES~~

~~Subject Flight Planning and Flight Monitoring (Competency-based modular training course (CBIR(A)) for instrument rating according to Appendix 6 Aa and en route instrument (EIR) rating course according to FCL.825)~~

[...]

~~'AMC5 FCL.615(b) IR — Theoretical knowledge and flight instruction~~

~~DETAILED THEORETICAL KNOWLEDGE SYLLABUS AND LEARNING OBJECTIVES~~

~~Subject Human Performance (Competency-based modular training course (CBIR(A)) for instrument rating according to Appendix 6 Aa and en route instrument rating (EIR) course according to FCL.825)~~

[...]

~~'AMC6 FCL.615(b) IR — Theoretical knowledge and flight instruction~~

~~DETAILED THEORETICAL KNOWLEDGE SYLLABUS AND LEARNING OBJECTIVES~~

~~Subject Meteorology (Competency-based modular training course (CBIR(A)) for instrument rating according to Appendix 6 Aa and en route instrument rating (EIR) course according to FCL.825)~~

[...]

~~'AMC7 FCL.615(b) IR — Theoretical knowledge and flight instruction~~

~~DETAILED THEORETICAL KNOWLEDGE SYLLABUS AND LEARNING OBJECTIVES~~

~~Subject Radio Navigation (Competency-based modular training course (CBIR(A)) for instrument rating according to Appendix 6 Aa and en route instrument rating (EIR) course according to FCL.825)~~

[...]

~~'AMC8 FCL.615(b) IR — Theoretical knowledge and flight instruction~~

~~DETAILED THEORETICAL KNOWLEDGE SYLLABUS AND LEARNING OBJECTIVES~~

~~Subject IFR Communications (Competency-based modular training course (CBIR(A)) for instrument rating according to Appendix 6 Aa and en route instrument rating (EIR) course according to FCL.825)~~

[...]

6. GM1 FCL.615(b) 'IR — Theoretical knowledge and flight instruction' is deleted:

~~'GM1 FCL.615(b) IR — Theoretical knowledge and flight instruction~~

~~DETAILED THEORETICAL KNOWLEDGE SYLLABUS AND LEARNING OBJECTIVES FOR THE EIR AND CBIR(A)~~

[...]

7. AMC1 FCL.720.A(b)(2)(i) 'Experience requirements and prerequisites for the issue of class or type ratings — aeroplanes' is amended as follows:

'AMC1 FCL.720.A(b)(2)(i) Experience requirements and prerequisites for the issue of class or type ratings — aeroplanes

ADDITIONAL THEORETICAL KNOWLEDGE FOR A CLASS OR TYPE RATING FOR HIGH-PERFORMANCE SINGLE-PILOT (SP) AEROPLANES

[...]

COURSE SYLLABUS

(c) The course will be divided in a VFR and an IFR part, and should cover at least the following items of the aeroplane syllabus to the ATPL(A) level:

FOR VFR OPERATIONS:

Subject rRef.:	Syllabus cContent:
021 00 00 00	AIRCRAFT GENERAL KNOWLEGDE: AIRFRAME, AND SYSTEMS, AND ELECTRICS, POWERPLANT PLANT AND EMERGENCY EQUIPMENT
021 02 02 01 to	Alternating current: general

021 02 02 03	Generators
021 09 01 03	AC power distribution
021 09 03 00	Alternating current
021 09 03 02	Generation
021 09 03 03	AC generation
021 09 04 00	Constant speed drive (CSD) and integrated drive generator (IDG) systems
021 09 04 01	Distribution
021 09 04 03	General
021 09 04 04	AC distribution
021 09 04 04	Electrical load management and monitoring systems: automatic generators and bus switching during normal and failure operation, indications and warnings
021 01 08 03	Pressurisation (Air driven systems – piston engines)
021 06 01 01	Piston-engine air supply
021 01 09 04	Pressurisation (Air driven systems – turbojet and turbo-propeller)
021 06 01 02	Gas turbine engine: bleed-air supply
021 03 01 06	Engine performance – piston engines
021 10 10 01	Performance
021 03 01 07	Power augmentation (turbo or supercharging)
021 11 03 01	Engine fuel system
021 03 01 08	Fuel
021 10 04 01	Carburettor: design, operation, degraded modes of operation, indications and warnings
021 03 01 09	Mixture
021 03 02 00 to 021 03 04 09	Turbine engines
021 11 00 00 to 021 11 01 04	
021 04 05 00	Aircraft oxygen equipment
021 13 00 00	Oxygen systems
032 03 00 00	Performance class B: ME aeroplanes
032 03 01 00 to 032 03 04 01	Performance of ME aeroplanes not certificated under CS and FAR 25: entire subject
032 03 03 01	Take-off
032 03 03 02	Climb
032 03 03 04	Landing
032 01 03 00	Level flight, range and endurance
032 01 04 00	Climbing
032 01 05 00	Descending
032 02 04 00	Climb, cruise and descent
040 00 00 00	HUMAN PERFORMANCE
040 02 01 00 to 040 02 01 03	Basic human physiology and High-altitude environment
050 00 00 00	METEOROLOGY
050 02 07 00 to 050 02 08 01	Jet streams CAT
050 02 05 00	Standing waves

050 09 01 00 to 050 09 04 05	Flight hazards Icing and turbulence Thunderstorms
062 02 00 00 062 03 00 00	Basic radar principles
062 02 01 00 to 062 02 05 00 062 03 00 01 to 062 03 04 00	Basic radar principles Airborne radar SSR
081 00 00 00	PRINCIPLES OF FLIGHT: AEROPLANES
081 02 01 00 to 081 02 03 02 081 02 01 00 081 02 02 00 081 02 03 00	Transonic aerodynamics: entire subject Mach number or shockwaves buffet margin or aerodynamic ceiling Speeds Shock waves Effects of exceeding M_{CRIT}

FOR IFR OPERATIONS

Subject Ref.:	Syllabus Content:
010 00 00 00	AIR LAW
010 06 07 00	Simultaneous operation on parallel or near-parallel instrument Runways
010 06 08 00	Secondary surveillance radar (transponder) operating procedures
010 09 08 02 022 00 00 00	Radio altimeter operating areas AIRCRAFT GENERAL KNOWLEDGE — INSTRUMENTATION
022 02 02 02 022 01 02 00	Temperature measurement — Design and operation Temperature sensing
022 03 04 00 022 12 00 00	Flux valve ALERTING SYSTEMS, PROXIMITY SYSTEMS
022 12 07 00	Altitude alert system
022 12 08 00	Radio-altimeter
022 12 10 00	ACAS/TCAS principles and operation
022 13 03 01	Electronic Flight Instrument System (EFIS) — Design, operation
050 00 00 00	METEOROLOGY
050 02 06 03	Clear-air turbulence (CAT) — Description, cause and location
050 10 02 03	Upper-air charts
062 00 00 00	RADIO NAVIGATION
062 02 05 04	ILS — Errors and accuracy
062 02 06 00	MLS
062 02 06 01 to 062 02 06 04	Principles Presentation and Interpretation, Coverage and range Error and accuracy'

8. **AMC2 FCL.825(d) 'En-route instrument rating (EIR)' is amended as follows:**

'AMC2 FCL.825(d) En-route instrument rating (EIR)

THEORETICAL KNOWLEDGE INSTRUCTION AND EXAMINATION

(a) **GENERAL**

The theoretical knowledge instruction and examination is the same as for the instrument rating following the competency-based modular course according to Appendix 6 Section Aa.

(b) THEORETICAL KNOWLEDGE

The applicant should complete an approved competency-based IR(A) or EIR theoretical knowledge (TK) course. The approved CB-IR(A) or EIR TK course may contain, computer-based training, e-learning elements, interactive video, slide/tape presentation, learning carrels and other media as approved by the authority, in suitable proportions:

- (1) classroom work;
- (2) lessons;
- (3) tutorials;
- (4) demonstrations, including those supported by demonstration equipment;
- (5) exercises carried out as groups or individuals and based on pre-flight and en-route planning, communications, presentations and projects;
- (6) exercises that use demonstration equipment or training devices;
- (7) directed study including workbook exercises or assignments;
- (8) aerodrome or aviation industry field trips;
- (9) computer-based training and e-learning elements;
- (10) progress tests; and
- (11) other training methods, media and tools approved by the competent authority.

Approved distance-learning (correspondence) courses may also be offered as part of the course. The minimum amount of classroom teaching instruction, as required by ORA.ATO.305, has to be provided, may include all of the above except item (b)(9).

The approved CB-IR(A) or EIR TK course hours should be divided between the subjects, as based on the ATO's course established through instructional systems design, and agreed upon between the competent authority and the ATO.

(c) THEORETICAL KNOWLEDGE EXAMINATION

The number of questions per subject, the distribution of questions and the time allocated to each subject are detailed in ~~AMC2 ARA.FCL.300(b)~~ AMC1 ARA.FCL.300(b).'

9. GM1 FCL.825(d) 'En-route instrument rating (EIR)' is amended as follows:

'GM1 FCL.825(d) En-route instrument rating (EIR)

DETAILED THEORETICAL KNOWLEDGE SYLLABUS AND LEARNING OBJECTIVES FOR EIR

For the detailed theoretical knowledge syllabus and learning objectives, refer to ~~GM1 FCL.615(b)~~ AMC1 FCL.310, FLC.515(b), FCL.615(b) and AMC1 FCL.615(b).'

10. AMC1 to Appendix 3 'Training courses for the issue of a CPL and an ATPL' is amended as follows:

'AMC1 to Appendix 3 Training courses for the issue of a CPL and an ATPL

[...]

A. ATP integrated course: aeroplanes

[...]

THEORETICAL KNOWLEDGE

(c) The 750 hours of instruction, which also cover the Area 100 KSA, may include ~~can include classroom work, interactive video, slide or tape presentation, learning carrels, computer-based training, and other media as approved by the competent authority,~~ in suitable proportions:

- (1) classroom work;
- (2) lessons;
- (3) tutorials;
- (4) demonstrations, including those supported by demonstration equipment;
- (5) exercises carried out as groups or individuals and based on pre-flight and en-route planning, communications, presentations and projects;
- (6) exercises that use demonstration equipment or training devices;
- (7) directed study including workbook exercises or assignments;
- (8) aerodrome or aviation industry field trips;
- (9) computer-based training and e-learning elements;
- (10) progress tests, Area 100 KSA assessments and mental maths test(s); and
- (11) other training methods, media and tools approved by the competent authority.

The 750 hours of instruction should be divided in such a way that in each subject the minimum hours are:

(1) Air law	40 35 hours
(2) Aircraft general knowledge	80 100 hours
(3) Flight performance and planning	90 120 hours
(4) Human performance and limitations	50 35 hours
(5) Meteorology	60 hours
(6) Navigation	150 90 hours
(7) Operational procedures	20 25 hours
(8) Principles of flight	30 55 hours
(9) Communications	30 20 hours

Other subdivisions of hours may be agreed upon between the competent authority and the ATO.

[...]

B. ATP modular theoretical knowledge course: aeroplanes

- (a) The aim of this course is to train pilots who have not received the theoretical knowledge instruction during an integrated course to the level of theoretical knowledge required for the ATPL.
- (b) An approved course may contain in suitable proportions: ~~should include formal classroom work and may include the use of such facilities as interactive video, slide or tape presentation, learning carrels and computer-based training and other media distance learning (correspondence) courses as approved by the competent authority.~~

- (1) classroom work;

- (2) lessons;
- (3) tutorials;
- (4) demonstrations, including those supported by demonstration equipment;
- (5) exercises carried out as groups or individuals and based on pre-flight and en-route planning, communications, presentations and projects;
- (6) exercises that use demonstration equipment or training devices;
- (7) directed study including workbook exercises or assignments;
- (8) aerodrome or aviation industry field trips;
- (9) computer-based training and e-learning elements;
- (10) progress tests, Area 100 KSA assessments and mental maths test(s); and
- (11) other training methods, media and tools approved by the competent authority.

Approved distance-learning (correspondence) courses may also be offered as part of the course. The minimum amount of classroom instruction, as required by ORA.ATO.305, may include all of the above except item (b)(9).

- (c) The ATP modular training course should last 18 months. This period may be extended where additional training is provided by the ATO. The flight instruction and skill test need to be completed within the period of validity of the pass in the theoretical examinations.

C. CPL/IR integrated course: aeroplanes

[...]

THEORETICAL KNOWLEDGE

- (c) The 500 hours of instruction, which also cover the Area 100 KSA, may include ~~can include classroom work, interactive video, slide or tape presentation, learning carrels, computer based training, and other media as approved by the competent authority,~~ in suitable proportions:

- (1) classroom work;
- (2) lessons;
- (3) tutorials;
- (4) demonstrations, including those supported by demonstration equipment;
- (5) exercises carried out as groups or individuals and based on pre-flight and en-route planning, communications, presentations and projects;
- (6) exercises that use demonstration equipment or training devices;
- (7) directed study including workbook exercises or assignments;
- (8) aerodrome or aviation industry field trips;
- (9) computer-based training and e-learning elements;
- (10) progress tests, Area 100 KSA assessments and mental maths test(s); and
- (11) other training methods, media and tools approved by the competent authority.

The 500 hours of instruction should be divided in such a way that in each subject the minimum hours are:

(1)	Air law	30 25 hours
(2)	Aircraft general knowledge	50 75 hours
(3)	Flight performance and planning	60 80 hours
(4)	Human performance and limitations	15 20 hours
(5)	Meteorology	40 40 hours
(6)	Navigation	100 55 hours
(7)	Operational procedures	10 15 hours
(8)	Principles of flight	25 35 hours
(9)	Communications	30 15 hours

Other subdivisions of hours may be agreed upon between the competent authority and the ATO.

[...]

D. CPL integrated course: aeroplanes

[...]

THEORETICAL KNOWLEDGE

(c) The 350 hours of instruction, which also cover the Area 100 KSA, may include ~~can include classroom work, interactive video, slide or tape presentation, learning carrels, computer based training, and other media as approved by the competent authority,~~ in suitable proportions:

- (1) classroom work;
- (2) lessons;
- (3) tutorials;
- (4) demonstrations, including those supported by demonstration equipment;
- (5) exercises carried out as groups or individuals and based on pre-flight and en-route planning, communications, presentations and projects;
- (6) exercises that use demonstration equipment or training devices;
- (7) directed study including workbook exercises or assignments;
- (8) aerodrome or aviation industry field trips;
- (9) computer-based training and e-learning elements;
- (10) progress tests, Area 100 KSA assessments and mental maths test(s); and
- (11) other training methods, media and tools approved by the competent authority.

[...]

E. CPL modular course: aeroplanes

(a) The CPL modular course should last 18 months. This period may be extended where additional training is provided by the ATO. The flight instruction and skill test need to be completed within the period of validity of the pass in the theoretical examinations.

~~(b) An approved course should include formal classroom work and may include the use of such facilities as interactive video, slide or tape presentation, learning carrels and computer based training and other media distance learning (correspondence) courses as approved by the competent authority. Approved distance learning (correspondence) courses may also be offered as part of the course.~~

THEORETICAL KNOWLEDGE

(eb) The 250 hours of instruction, which also cover the Area 100 KSA, may include ~~can include classroom work, interactive video, slide or tape presentation, learning carrels, computer-based training, and other media as approved by the competent authority,~~ in suitable proportions:

- (1) classroom work;
- (2) lessons;
- (3) tutorials;
- (4) demonstrations, including those supported by demonstration equipment;
- (5) exercises carried out as groups or individuals and based on pre-flight and en-route planning, communications, presentations and projects;
- (6) exercises that use demonstration equipment or training devices;
- (7) directed study including workbook exercises or assignments;
- (8) aerodromes or aviation industry field trips;
- (9) computer-based training and e-learning elements;
- (10) progress tests, Area 100 KSA assessments and mental maths test(s); and
- (11) other training methods, media and tools approved by the competent authority.

Approved distance-learning (correspondence) courses may also be offered as part of the course. The minimum amount of classroom instruction, as required by ORA.ATO.305, may include all of the above except item (b)(9).

FLYING TRAINING

(ec) The following flight time is suggested for the flying training

[...]

F. ATP/IR integrated course: helicopters

(...)

THEORETICAL KNOWLEDGE

(c) The 750 hours of instruction, which also cover the Area 100 KSA, may include ~~can include classroom work, interactive video, slide or tape presentation, learning carrels, computer-based training, and other media as approved by the competent authority,~~ in suitable proportions:

- (1) classroom work;
- (2) lessons;
- (3) tutorials;
- (4) demonstrations, including those supported by demonstration equipment;
- (5) exercises carried out as groups or individuals and based on pre-flight and en-route planning, communications, presentations and projects;
- (6) exercises that use demonstration equipment or training devices;
- (7) directed study including workbook exercises or assignments;
- (8) aerodrome or aviation industry field trips;
- (9) computer-based training and e-learning elements;

(10) progress tests, Area 100 KSA assessments and mental maths test(s); and

(11) other training methods, media and tools approved by the competent authority.

The 750 hours of instruction should be divided in such a way that in each subject the minimum hours are:

(1) Air law	40 35 hours
(2) Aircraft general knowledge	80 100 hours
(3) Flight performance and planning	90 120 hours
(4) Human performance and limitations	50 35 hours
(5) Meteorology	60 hours
(6) Navigation	150 90 hours
(7) Operational procedures	20 25 hours
(8) Principles of flight	30 55 hours
(9) Communications	30 20 hours

Other subdivisions of hours may be agreed upon between the competent authority and the ATO.

[...]

G. ATP integrated course: helicopters

[...]

THEORETICAL KNOWLEDGE

(c) The 650 hours of instruction, which also cover the Area 100 KSA, may include ~~can include classroom work, interactive video, slide or tape presentation, learning carrels, computer based training, and other media as approved by the competent authority,~~ in suitable proportions:

(1) classroom work;

(2) lessons;

(3) tutorials;

(4) demonstrations, including those supported by demonstration equipment;

(5) exercises carried out as groups or individuals and based on pre-flight and en-route planning, communications, presentations and projects;

(6) exercises that use demonstration equipment or training devices;

(7) directed study including workbook exercises or assignments;

(8) aerodrome or aviation industry field trips;

(9) computer-based training and e-learning elements;

(10) progress tests, Area 100 KSA assessments and mental maths test(s); and

(11) other training methods, media and tools approved by the competent authority.

The 650 hours of instruction should be divided in such a way that in each subject the minimum hours are:

(1) Air law	30 hours
(2) Aircraft general knowledge	70 90 hours
(3) Flight performance and planning	65 90 hours
(4) Human performance and limitations	40 30 hours
(5) Meteorology	40 50 hours
(6) Navigation	120 70 hours
(7) Operational procedures	20 hours
(8) Principles of flight	30 45 hours
(9) Communications	25 15 hours

Other subdivisions of hours may be agreed upon between the competent authority and the ATO.

[...]

H. ATP modular theoretical knowledge course: helicopters

- (a) The aim of this course is to train pilots who have not received the theoretical knowledge instruction during an integrated course to the level of theoretical knowledge required for the ATPL.
- (b) An approved course, which also covers the Area 100 KSA, may contain in suitable proportions: ~~should include formal classroom work and may include the use of such facilities as interactive video, slide or tape presentation, learning carrels and computer based training and other media distance learning (correspondence) courses as approved by the competent authority.~~

- (1) classroom work;
- (2) lessons;
- (3) tutorials;
- (4) demonstrations, including those supported by demonstration equipment;
- (5) exercises carried out as groups or individuals and based on pre-flight and en-route planning, communications, presentations and projects;
- (6) exercises that use demonstration equipment or training devices;
- (7) directed study including workbook exercises or assignments;
- (8) aerodrome or aviation industry field trips;
- (9) computer-based training and e-learning elements;
- (10) progress tests, Area 100 KSA assessments and mental maths test(s); and
- (11) other training methods, media and tools approved by the competent authority.

Approved distance-learning (correspondence) courses may also be offered as part of the course. The minimum amount of classroom instruction, as required by ORA.ATO.305, may include all of the above except item (b)(9).

- (c) The ATP modular training course should last 18 months. This period may be extended where additional training is provided by the ATO. The flight instruction and skill test need to be completed within the period of validity of the pass in the theoretical examinations.

I. CPL/IR integrated course: helicopters

[...]

THEORETICAL KNOWLEDGE

(c) The 500 hours of instruction, which also cover the Area 100 KSA, may include ~~can include classroom work, interactive video, slide or tape presentation, learning carrels, computer-based training, and other media as approved by the competent authority,~~ in suitable proportions:

- (1) classroom work;
- (2) lessons;
- (3) tutorials;
- (4) demonstrations, including those supported by demonstration equipment;
- (5) exercises carried out as groups or individuals and based on pre-flight and en-route planning, communications, presentations and projects;
- (6) exercises that use demonstration equipment or training devices;
- (7) directed study including workbook exercises or assignments;
- (8) aerodrome or aviation industry field trips;
- (9) computer-based training and e-learning elements;
- (10) progress tests, Area 100 KSA assessments and mental maths test(s); and
- (11) other training methods, media and tools approved by the competent authority.

The 500 hours of instruction should be divided in such a way that in each subject the minimum hours are:

(1) Air law	30	25	hours
(2) Aircraft general knowledge	50	75	hours
(3) Flight performance and planning	60	80	hours
(4) Human performance and limitations	15	20	hours
(5) Meteorology	40		hours
(6) Navigation	100	55	hours
(7) Operational procedures	10	15	hours
(8) Principles of flight	25	35	hours
(9) Communications	30	15	hours

Other subdivisions of hours may be agreed upon between the competent authority and the ATO.

[...]

J. CPL integrated course: helicopters

(...)

THEORETICAL KNOWLEDGE

(c) The 350 hours of instruction, which also cover the Area 100 KSA, may include ~~can include classroom work, interactive video, slide or tape presentation, learning carrels, computer-based training, and other media as approved by the competent authority,~~ in suitable proportions:

- (1) classroom work;
- (2) lessons;

- (3) tutorials;
- (4) demonstrations, including those supported by demonstration equipment;
- (5) exercises carried out as groups or individuals and based on pre-flight and en-route planning, communications, presentations and projects;
- (6) exercises that use demonstration equipment or training devices;
- (7) directed study including workbook exercises or assignments;
- (8) aerodrome or aviation industry field trips;
- (9) computer-based training and e-learning elements;
- (10) progress tests, Area 100 KSA assessments and mental maths test(s); and
- (11) other training methods, media and tools approved by the competent authority.

The 350 hours of instruction should be divided in such a way that in each subject the minimum hours are:

(1) Air law	25 15 hours
(2) Aircraft general knowledge	30 40 hours
(3) Flight performance and planning	25 35 hours
(4) Human performance and limitations	10 hours
(5) Meteorology	30 hours
(6) Navigation	55 35 hours
(7) Operational procedures	8 10 hours
(8) Principles of flight	20 30 hours
(9) Communications	10 hours

Other subdivisions of hours may be agreed upon between the competent authority and the ATO.

[...]

K. CPL modular course: helicopters

- (a) The CPL modular course should last 18 months. This period may be extended where additional training is provided by the ATO. The flight instruction and skill test need to be completed within the period of validity of the pass in the theoretical examinations.
- ~~(b) An approved course should include formal classroom work and may include the use of such facilities as interactive video, slide or tape presentation, learning carrels and computer based training and other media distance learning (correspondence) courses as approved by the competent authority. Approved distance learning (correspondence) courses may also be offered as part of the course.~~

THEORETICAL KNOWLEDGE

- (eb) The 250 hours of instruction, which also covers the Area 100 KSA, may include ~~can include classroom work, interactive video, slide or tape presentation, learning carrels, computer based training, and other media as approved by the competent authority,~~ in suitable proportions:
 - (1) classroom work;
 - (2) lessons;
 - (3) tutorials;
 - (4) demonstrations, including those supported by demonstration equipment;

- (5) exercises carried out as groups or individuals and based on pre-flight and en-route planning, communications, presentations and projects;
- (6) exercises that use demonstration equipment or training devices;
- (7) directed study including workbook exercises or assignments;
- (8) aerodrome or aviation industry field trips;
- (9) computer-based training and e-learning elements;
- (10) progress tests, Area 100 KSA assessments and mental maths test(s); and
- (11) other training methods, media and tools approved by the competent authority.

Approved distance-learning (correspondence) courses may also be offered as part of the course. The minimum amount of classroom instruction, as required by ORA.ATO.305, may include all of the above except item (b)(9).

FLYING TRAINING

(dc) [...]

VISUAL INSTRUCTION

(ed) [...]

BASIC INSTRUMENT INSTRUCTION

(fe) [...]

11. GM1 to Appendix 5 'Integrated MPL training course' is amended as follows:

'GM1 to Appendix 5 Integrated MPL training course

[...]

THEORETICAL KNOWLEDGE INSTRUCTION

- (e) The 750 hours of instruction, which also cover the Area 100 KSA, may include ~~can include classroom work, interactive video, slide or tape presentation, learning carrels, computer based training, and other media as approved by the competent authority,~~ in suitable proportions:
- (1) classroom work;
 - (2) lessons;
 - (3) tutorials;
 - (4) demonstrations, including those supported by demonstration equipment;
 - (5) exercises carried out as groups or individuals and based on pre-flight and en-route planning, communications, presentations and projects;
 - (6) exercises that use demonstration equipment or training devices;
 - (7) directed study including workbook exercises or assignments;
 - (8) aerodrome or aviation industry field trips;

- (9) computer-based training and e-learning elements;
- (10) progress tests, Area 100 KSA assessments and mental maths test(s); and
- (11) other training methods, media and tools approved by the competent authority.'

[...]

12. AMC1 to Appendix 6 'Modular training courses for the IR' is amended as follows:

'AMC1 to Appendix 6 Modular training courses for the IR

ALL MODULAR FLYING TRAINING COURSES FOR THE IR, EXCEPT COMPETENCY-BASED MODULAR FLYING TRAINING COURSE

- (a) The theoretical knowledge instruction may be given at an ATO conducting theoretical knowledge instruction only, in which case the head of training (HT) of that organisation should supervise that part of the course.
- (b) The 150 hours of instruction, which include the application of threat and error management (TEM), may include ~~can include classroom work, interactive video, slide or tape presentation, learning carrels, computer based training, and other media as approved by the competent authority,~~ in suitable proportions:
 - (1) classroom work;
 - (2) lessons;
 - (3) tutorials;
 - (4) demonstrations, including those supported by demonstration equipment;
 - (5) exercises carried out as groups or individuals and based on pre-flight and en-route planning, communications, presentations and projects;
 - (6) exercises that use demonstration equipment or training devices;
 - (7) directed study including workbook exercises or assignments;
 - (8) aerodrome or aviation industry field trips;
 - (9) computer-based training and e-learning elements;
 - (10) progress tests, Area 100 KSA assessments and mental maths test(s); and
 - (11) other training methods, media and tools approved by the competent authority.'

Approved distance-learning (correspondence) courses may also be offered as part of the course. The minimum amount of classroom instruction, as required by ORA.ATO.305, may include all of the above except item (b)(9).'

[...]

13. AMC3 to Appendix 6 'Modular training courses for the IR' is amended as follows:

'AMC3 to Appendix 6 Modular training courses for the IR

SECTION Aa IR(A) — COMPETENCY-BASED MODULAR FLYING TRAINING COURSE

- (a) THEORETICAL KNOWLEDGE INSTRUCTION

- (1) The theoretical knowledge instruction may be given at an ~~ATO approved training organisation~~ conducting theoretical knowledge instruction only, in which case the ~~head of training HT~~ of that ~~ATO organisation~~ should supervise that part of the course.
- (2) ~~The required theoretical knowledge instruction for the IR following the competency-based route may contain computer-based training, e-learning elements, interactive video, slide/tape presentation, learning carrels and other media as approved by the authority, in suitable proportions. Approved distance learning (correspondence) courses may also be offered as part of the course. The minimum amount of classroom teaching has to be provided as required by ORA.ATO.305. The hours required for the theoretical knowledge instruction for the IR following the competency-based training route should be divided between the subjects and include the application of threat and error management (TEM) as based on the ATO's systems course design and agreed upon between the competent authority and the ATO.~~

An approved course, which also covers the Area 100 KSA, may contain in suitable proportions: ~~should include formal classroom work and may include the use of such facilities as interactive video, slide or tape presentation, learning carrels and computer-based training and other media distance learning (correspondence) courses as approved by the competent authority.~~

- (i) classroom work;
- (ii) lessons;
- (iii) tutorials;
- (iv) demonstrations, including those supported by demonstration equipment;
- (v) exercises carried out as groups or individuals and based on pre-flight and en-route planning, communications, presentations and projects;
- (vi) exercises that use demonstration equipment or training devices;
- (vii) directed study including workbook exercises or assignments;
- (viii) aerodrome or aviation industry field trips;
- (ix) computer-based training and e-learning elements;
- (x) progress tests, Area 100 KSA assessments and mental maths test(s); and
- (xi) other training methods, media and tools approved by the competent authority.

Approved distance-learning (correspondence) courses may also be offered as part of the course. The minimum amount of classroom instruction, as required by ORA.ATO.305, may include all of the above except item (a)(2)(ix).'

[...]

Appendix to Annex I to ED Decision 2018/001/R

**'Acceptable Means of Compliance (AMCs) and Guidance Material (GM) to Part-FCL
Amendment 4'**

Appendix

'SUBJECT 10 — AIR LAW'

to

AMC1 FCL.310; FCL.515(b); FCL.615(b)

'Theoretical knowledge examinations'

(01)	X	<p>Recall the general contents of relevant parts of the following chapters:</p> <ul style="list-style-type: none"> — general principles and application of the Convention; — flight over territory of Contracting States; — nationality of aircraft; — international standards and recommended practices (SARPs), especially notification of differences and validity of endorsed certificates and licences. <p>Source: ICAO Doc 7300/9 Part 1, Articles 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 16, 17, 18, 19, 20, 37, 38, 39, 40</p>	X	X	X	X	X			
(02)	X	<p>General principles</p> <p>Describe the application of the following terms in civil aviation:</p> <ul style="list-style-type: none"> — sovereignty; — territory and high seas according to the UN Convention on the High Seas. <p>Source: Convention on the High Seas (Geneva, 29 April 1958) Articles 1, 2; ICAO Doc 7300/9 Part 1, Articles 1, 2</p>	X	X	X	X	X			
(03)		<p>Explain the following terms and how they apply to international air traffic:</p> <ul style="list-style-type: none"> — right of non-scheduled flight (including the two technical freedoms of the air); — scheduled air services; — cabotage; — landing at customs airports; — Rules of the Air; 	X	X	X	X	X			

		— search of aircraft. Source: ICAO Doc 7300/9, Articles 5, 6, 7, 10, 12, 16								
(04)	X	Explain the duties of Contracting States in relation to: — documents carried on board the aircraft: • certificate of registration; • certificates of airworthiness; • licences of personnel; • recognition of certificates and licences; — cargo restrictions; — photographic apparatus. Source: ICAO Doc 7300/9, Articles 29, 31, 32, 33, 35, 36	X	X	X	X	X			
010 01 01 03		Part II — The International Civil Aviation Organization (ICAO)								
(01)	X	Describe the objectives of ICAO. Source: ICAO Doc 7300/9, Article 44	X	X	X	X	X			
(02)	X	Recognise the organisation and duties of the ICAO Assembly, Council and Air Navigation Commission (ANC). Source: ICAO Doc 7300/9, Articles 48, 49, 50, 54, 56, 57	X	X	X	X	X			
(03)	X	Describe the annexes to the Convention. Source: ICAO Doc 7300/9, Articles 54, 90, 94, 95	X	X	X	X	X			
010 01 02 00		Other conventions and agreements								
010 01 02 01		The International Air Services Transit Agreement (ICAO Doc 7500)								
(01)		Explain the two technical freedoms of the air. Source: ICAO Doc 7500	X	X	X	X	X			
010 01 02 02		The International Air Transport Agreement (ICAO Doc 9626)								

(01)		Explain the three commercial freedoms of the air. Source: ICAO Doc 9626	X	X	X	X	X			
010 01 02 03		<i>Suppression of Unlawful Acts Against the Safety of Civil Aviation — The Montreal Convention of 1988</i>								
(01)		Describe the measures and actions to be taken by the pilot-in-command (PIC) of an aircraft in order to suppress unlawful acts against the safety of the aircraft. Source: ICAO Doc 9518 — Protocol supplementary to the Convention for the Suppression of Unlawful Acts Against the Safety of Civil Aviation, done at Montreal on 23 September 1971, and signed at Montreal on 24 February 1988	X	X	X	X	X			
010 01 02 04		<i>Intentionally left blank</i>								
010 01 02 05		<i>International private law</i>								
(01)		Explain the legal significance of the issue of a passenger ticket or of baggage/cargo documents (that the issue is a form of contract).	X	X	X	X	X			
(02)		Describe the consequences for an airline or the PIC when a passenger ticket is not issued (that the contract is unaffected).	X	X	X	X	X			
(03)	X	Explain the consequences for an airline operator of Regulation (EC) No 261/2004 on passenger rights in the event of delay, cancellation or denial of boarding. Source: Regulation (EC) No 261/2004	X	X	X	X	X			
(04)		Explain the liability limit in relation to destruction, loss, damage or delay of baggage.	X	X	X	X	X			
010 01 03 00		World organisations								

010 01 03 01		The International Air Transport Association (IATA)								
(01)		Describe the objectives of IATA. <i>Source:</i> http://www.iata.org/about/pages/mission.aspx	X		X	X				
010 01 04 00		European organisations								
010 01 04 01		European Aviation Safety Agency (EASA) Regulation (EC) No 216/2008								
(01)	X	Describe the objectives of EASA.	X	X	X	X	X			
(02)		Describe the role of EASA in European civil aviation.	X	X	X	X	X			
(03)		State that the structure of the regulatory material related to EASA involves: — hard law (regulations, implementing rules); — soft law (certification specifications, acceptable means of compliance, guidance material).	X	X	X	X	X			
(04)		State the meaning of the terminology associated with the EASA regulations' structure, specifically: regulations; implementing rules; certification specifications; acceptable means of compliance; guidance material.	X	X	X	X	X			
010 01 04 02		EUROCONTROL								
(01)	X	Describe the Single European Sky (SES) regulations.	X	X	X	X	X			
010 02 00 00		AIRWORTHINESS OF AIRCRAFT, AIRCRAFT NATIONALITY AND REGISTRATION MARKS								
010 02 01 00		<i>Intentionally left blank</i>								
010 02 02 00		Certificate of Airworthiness (CofA)								
010 02 02 01		Certificate of Airworthiness (CofA) — Details								

(01)		State the issuing authority of a CofA. Source: ICAO Annex 8, Chapter 3.2 Issuance and continued validity of a Certificate of Airworthiness	X	X	X	X	X			
(02)		State the necessity to hold a CofA. Source: ICAO Doc 7300, Article 31	X	X	X	X	X			
(03)	X	Explain the prerequisites for the issue of a CofA according to Commission Regulation (EU) No 748/2012. Source: Commission Regulation (EU) No 748/2012, SUBPART H	X	X	X	X	X			
(04)		State who shall determine an aircraft's continuing airworthiness. Source: ICAO Annex 8, Chapter 3.2 Issuance and continued validity of a Certificate of Airworthiness	X	X	X	X	X			
(05)		Describe how a CofA can be renewed or may remain valid. Source: ICAO Annex 8 Chapter 3.2 Issuance and continued validity of a Certificate of Airworthiness; Chapter 3.5 Temporary loss of airworthiness; Chapter 3.6 Damage to aircraft	X	X	X	X	X			
010 02 03 00		ICAO Annex 7 — Aircraft Nationality and Registration Marks								
010 02 03 01		ICAO Annex 7 — Definitions								
(01)	X	Recall the definition of the following terms: — aircraft; — heavier-than-air aircraft; — State of Registry. Source: ICAO Annex 7, Chapter 1 Definitions	X	X	X	X	X			
010 02 04 00		Nationality marks, common marks and registration marks								

010 02 04 01		Nationality marks, common marks and registration marks — assignment and location Source: ICAO Annex 7								
(01)		State the location of nationality marks, common marks and registration marks. Source: ICAO Annex 7, Chapter 4.3 Heavier-than-air aircraft; ICAO Annex 7, Chapter 9 Identification plate	X		X					
(02)		Explain who is responsible for assigning nationality marks, common marks and registration marks. Source: ICAO Annex 7, Chapter 3 Nationality, common and registration marks to be used	X	X	X	X	X			
010 03 00 00		Intentionally left blank								
010 04 00 00		PERSONNEL LICENSING								
010 04 01 00		ICAO Annex 1								
010 04 01 01		Differences between ICAO Annex 1 and Regulation (EU) No 1178/2011 (hereinafter: Aircrew Regulation)								
(01)	X	Describe the relationship and differences between ICAO Annex 1 and the Aircrew Regulation.	X	X	X	X	X	X		
010 04 02 00		Aircrew Regulation — Annex I (Part-FCL) Source: Aircrew Regulation								
010 04 02 01		Definitions								
(01)		Define the following: Category, class and type of aircraft, cross-country, dual instruction time, flight time, student pilot-in-command (SPIC), instrument time, instrument flight time, instrument ground time, night, private pilot, proficiency check, renewal,	X	X	X	X	X	X	X	

		revalidation, skill test, solo flight time. Source: Aircrew Regulation, point FCL.010 Definitions								
(02)		Define the following: multi-crew cooperation (MCC), multi-pilot aircraft, rating. Source: Aircrew Regulation, point FCL.010 Definitions	X	X	X	X	X			
010 04 02 02		Content and structure								
(01)	X	Explain the structure of Part-FCL. Source: Aircrew Regulation, Article 1 Subject matter	X	X	X	X	X	X	X	
(02)		Explain the requirements to act as a flight crew member of a civil aircraft registered in a Member State, and know the general principles of the licensing system (light aircraft pilot licence (LAPL), private pilot licence (PPL), commercial pilot licence (CPL), multi-crew pilot licence (MPL), airline transport pilot licence (ATPL)).	X	X	X	X	X	X		
(03)	X	List the two factors that are relevant to the exercise of the privileges of a licence. Source: Aircrew Regulation, point FCL.040 Exercise of the privileges of licences	X	X	X	X	X	X		
(04)	X	State the circumstances in which a language proficiency endorsement is required. Source: Aircrew Regulation, point FCL.055 Language proficiency	X	X	X	X	X	X		
(05)	X	List the restrictions for licence holders with an age of 60 years or more. Source: Aircrew Regulation, point FCL.065 Curtailment of privileges of licence holders aged 60 years or more in commercial air transport	X	X	X	X	X			
(06)	X	Explain the term ‘competent authority’.	X	X	X	X	X	X		

		Source: Aircrew Regulation, point FCL.001 Competent authority								
(07)		Describe the obligation to carry and present documents (e.g. a flight crew licence) under Part-FCL. Source: Aircrew Regulation, point FCL.045 Obligation to carry and present documents	X	X	X	X	X	X		
010 04 02 03		Commercial pilot licence (CPL)								
(01)	X	State the requirements for the issue of a CPL. Source: Aircrew Regulation point FCL.300 CPL — Minimum age; Appendix 3, D. CPL integrated course — Aeroplanes, Flying Training (8, a–f); Appendix 3, E. CPL modular course — Aeroplanes, Experience (12, a–d)	X	X	X	X	X			
(02)		State the privileges of a CPL. Source: Aircrew Regulation, point FCL.305 CPL — Privileges and conditions	X	X	X	X	X			
010 04 02 04		Airline transport pilot licence (ATPL) and multi-crew pilot licence (MPL)								
(01)	X	State the requirements for the issue of an ATPL. Source: Aircrew Regulation, point FCL.500 ATPL — Minimum age; Aircrew Regulation, point FCL.510.A ATPL(A) — Prerequisites, experience and crediting ((a) and (b)); Aircrew Regulation, point FCL.510.H ATPL(H) — Prerequisites, experience and crediting	X		X	X				
(02)		State the privileges of an ATPL. Source: Aircrew Regulation, point FCL.505 ATPL —	X		X	X				

		Privileges								
(03)	X	State the requirements for the issue of an MPL. Source: Aircrew Regulation, point FCL.400.A MPL — Minimum age; Aircrew Regulation, point FCL.410.A MPL — Training course and theoretical knowledge examinations and Appendix 5 (items 1 to 8)	X							
(04)		State the privileges of an MPL. Source: Aircrew Regulation, point FCL.405.A MPL — Privileges	X							
010 04 02 05		Ratings								
(01)		State the requirements for class ratings, their validity and privileges. Source: Aircrew Regulation, point FCL.740 Validity and renewal of class and type ratings; Aircrew Regulation, point FCL.705 Privileges of the holder of a class or type rating; Aircrew Regulation, point FCL.720.A Experience requirements and prerequisites for the issue of class or type ratings — aeroplanes	X	X						
(02)		State the requirements for type ratings, their validity and privileges. Source: Aircrew Regulation, point FCL.705 Privileges of the holder of a class or type rating; Aircrew Regulation, point FCL.720.A Experience requirements and prerequisites for the issue of class or type ratings — aeroplanes;	X	X	X	X	X			

		Aircrew Regulation, point FCL.740 Validity and renewal of class and type ratings								
(03)		State the requirements for instrument ratings, their validity and privileges (instrument rating (IR), competency-based instrument rating (CB-IR) and en-route instrument rating (EIR)). Source: Aircrew Regulation, point FCL.610 IR — Prerequisites and crediting; Aircrew Regulation, point FCL.605 IR — Privileges; Aircrew Regulation, point FCL.625 IR — Validity, revalidation and renewal	X		X			X	X	
(04)		State the requirements for other ratings, their validity and privileges according to Part-FCL. Source: Aircrew Regulation, point FCL.900 Instructor certificates; Aircrew Regulation, point FCL.915 General prerequisites and requirements for instructors; Aircrew Regulation, point FCL.940 Validity of instructor certificates	X	X	X	X	X			
010 04 03 00		Aircrew Regulation — Annex IV (Part-MED)								
010 04 03 01		Aircrew Regulation — Annex IV (Part-MED) — Details								
(01)	X	Describe the relevant content of Part-MED — Medical requirements (administrative parts and requirements related to licensing only). Source: Aircrew Regulation, point MED.A.001 Competent authority; Aircrew Regulation, point MED.A.005 Scope;	X	X	X	X	X	X		

		Aircrew Regulation, point MED.A.045 Validity, revalidation and renewal of medical certificates								
(02)		State the requirements for the issue of a medical certificate. Source: Aircrew Regulation, point MED.A.040 Issue, revalidation and renewal of medical certificates	X	X	X	X	X	X		
(03)		Name the class of medical certificate required when exercising the privileges of a CPL, MPL or ATPL. Source: Aircrew Regulation, point MED.A.030 Medical certificates	X	X	X	X	X			
(04)		State the actions to be taken in case of a decrease in medical fitness. Source: Aircrew Regulation, point MED.A.020 Decrease in medical fitness	X	X	X	X	X	X		
010 05 00 00		RULES OF THE AIR ACCORDING TO ICAO ANNEX 2 AND SERA								
010 05 01 00		Overview of ICAO Annex 2 and SERA (Commission Implementing Regulation (EU) No 923/2012 and its references and subsequent amendments)								
010 05 01 01		ICAO Annex 2 and SERA — Relationship and content								
(01)		Explain the scope and purpose of ICAO Annex 2. Source: ICAO Annex 2, Foreword, Applicability	X	X	X	X	X	X		
(02)		Explain the main content of SERA. Source: SERA, Article 1 Subject matter and scope	X	X	X	X	X	X		
010 05 02 00		Rules of the Air								
010 05 02 01		Applicability of the Rules of the Air								
(01)		Explain the principle of territorial application of the various	X	X	X	X	X			

	Rules of the Air, e.g. ICAO, SERA, national rules. Source: ICAO Annex 2, Chapter 2, 2.1 Territorial application of the rules of the air; SERA.1001 and SERA.2001								
(02)	Explain the necessity to comply with the Rules of the Air. Source: SERA.2005 Compliance with the rules of the air	X	X	X	X	X			
(03)	State the responsibilities of the PIC. Source: SERA.2010 Responsibilities	X	X	X	X	X			
(04)	Identify under what circumstances departure from the Rules of the Air may be allowed. Source: SERA.2010 Responsibilities	X	X	X	X	X			
(05)	Explain the duties of the PIC concerning pre-flight actions in case of an instrument flight rule (IFR) flight. Source: SERA.2010 Responsibilities	X		X			X	X	
(06)	State that the PIC of an aircraft has final authority as to the disposition of the aircraft while in command. Source: SERA.2015 Authority of pilot-in-command of an aircraft	X	X	X	X	X			
(07)	Explain when the use of psychoactive substances, taking into consideration their effects, by flight crew members is prohibited. Source: SERA.2020 Problematic use of psychoactive substances	X	X	X	X	X	X		
010 05 03 00	General rules								
010 05 03 01	General rules — Collision avoidance — SERA								
(01)	Describe the rules for the avoidance of collisions.	X	X	X	X	X			

		Source: SERA Chapter 2 Avoidance of collisions (except water operations)								
(02)		Describe the lights, including their angles, to be displayed by aircraft. Source: SERA.3215 Lights to be displayed by aircraft	X	X	X	X	X			
(03)		Interpret marshalling signals. Source: SERA Appendix 1, Chapter 4 Marshalling signals	X	X	X	X	X			
(04)		State the basic requirements for minimum height (HGT) for the flight over congested areas of cities, towns or settlements, or over an open-air assembly of persons. Source: SERA.3105 Minimum heights	X	X	X	X	X			
(05)		Define when the cruising levels shall be expressed in terms of flight levels (FLs). Source: SERA.3110 Cruising levels	X	X	X	X	X			
(06)		Define under what circumstances cruising levels shall be expressed in terms of altitude (ALT). Source: SERA.3110 Cruising levels	X	X	X	X	X			
(07)		Explain the limitation for proximity to other aircraft and the right-of-way rules, including holding at runway (RWY) holding positions and lighted stop bars. Source: SERA.3205 Proximity; SERA.3210 Right-of-way	X	X	X	X	X			
(08)		Describe the meaning of light signals displayed to aircraft and by aircraft. Source: SERA.3215 Lights to be displayed by aircraft; SERA, Appendix 1, Chapter 3 Signals for aerodrome traffic	X	X	X	X	X			

(09)	Describe the requirements when carrying out simulated instrument flights. Source: SERA.3220 Simulated instrument flights	X		X			X	X	
(10)	Explain the basic rules for an aircraft operating on and in the vicinity of an aerodrome (AD). Source: SERA.3225 Operation on and in the vicinity of an aerodrome	X	X	X	X	X			
(11)	Explain the requirements for the submission of an air traffic service (ATS) flight plan. Source: SERA.4001 Submission of a flight plan	X	X	X	X	X			
(12)	Explain the actions to be taken in case of flight plan change or delay. Source: SERA.4015 Changes to a flight plan; SERA.8020 Adherence to flight plan	X	X	X	X	X	X		
(13)	State the actions to be taken in case of inadvertent changes to track, true airspeed (TAS) and time estimate affecting the current flight plan. Source: SERA.8020 Adherence to flight plan	X	X	X	X	X	X		
(14)	Explain the procedures for closing a flight plan. Source: SERA.4020 Closing a flight plan	X	X	X	X	X			
(15)	State for which flights an air traffic control (ATC) clearance shall be obtained. Source: SERA.8015 Air traffic control clearances	X	X	X	X	X			
(16)	State how a pilot may request ATC clearance. Source: SERA.8015 Air traffic control clearances	X	X	X	X	X			
(17)	State the action to be taken if an ATC clearance is not satisfactory to a PIC.	X	X	X	X	X			

		Source: SERA.8015 Air traffic control clearances								
(18)		Describe the required actions to be carried out if the continuation of a controlled visual flight rule (VFR) flight in visual meteorological conditions (VMC) is not practicable any more. Source: SERA.8020 Adherence to flight plan	X		X	X		X	X	
(19)		Describe the provisions for transmitting a position report to the appropriate ATS unit including time of transmission and normal content of the message. Source: SERA.8025 Position reports	X	X	X	X	X	X	X	
(20)		Describe the necessary action when an aircraft experiences a communication (COM) failure. Source: SERA.8035 Communications	X	X	X	X	X	X	X	
(21)		State what information an aircraft being subjected to unlawful interference shall give to the appropriate ATS unit. Source: SERA.11001 Unlawful interference	X	X	X	X	X	X		
010 05 04 00		Visual flight rules (VFRs)								
010 05 04 01		Visual flight rules (VFRs) — SERA								
(01)		Describe the VFRs as contained in Commission Implementing Regulation (EU) No 923/2012. Source: SERA.5001 VMC visibility and distance from cloud minima; SERA.5005 Visual flight rules; SERA.5010 Special VFR in control zones	X	X	X	X	X			
010 05 05 00		Instrument flight rules (IFRs)								
010 05 05 01		Instrument flight rules (IFRs) — SERA								

(01)	Describe the IFRs as contained in Commission Implementing Regulation (EU) No 923/2012. Source: SERA.5015 Instrument flight rules (IFR) — Rules applicable to all IFR flights; SERA.5020 IFR — Rules applicable to IFR flights within controlled airspace; SERA.5025 IFR — Rules applicable to IFR flights outside controlled airspace	X		X			X	X	
010 05 06 00	Interception of civil aircraft								
010 05 06 01	Interception of civil aircraft — SERA								
(01)	List the possible reasons for intercepting a civil aircraft. Source: SERA.11015 Interception	X	X	X	X	X			
(02)	State what primary action should be carried out by an intercepted aircraft. Source: SERA.11015 Interception	X	X	X	X	X			
(03)	State which frequency should primarily be tried in order to contact an intercepting aircraft. Source: SERA.11015 Interception	X	X	X	X	X			
(04)	State on which mode and code a transponder on board the intercepted aircraft should be operated. Source: SERA.11015 Interception	X	X	X	X	X			
(05)	Recall the interception signals and phrases. Source: SERA.11015 Interception, Tables S11-1, S11-2, S11-3	X	X	X	X	X			
010 06 00 00	AIRCRAFT OPERATIONS								
010 06 01 00	<i>Intentionally left blank</i>								

010 06 02 00		Definitions and abbreviations (PANS-OPS Flight Procedures, ICAO Doc 8168, Volume I)							
010 06 02 01		Definitions and abbreviations — ICAO Doc 8168, Volume 1							
(01)	X	Recall all definitions included in ICAO Doc 8168, Volume I, Part I, Section 1, Chapter 1. Source: ICAO Doc 8168, Volume I, Part I, Section 1, Chapter 1	X		X			X	
(02)	X	Interpret all abbreviations and acronyms as shown in ICAO Doc 8168, Volume I, Part I, Section 1, Chapter 2. Source: ICAO Doc 8168, Volume I, Part I, Section 1, Chapter 2	X		X			X	
010 06 03 00		Departure procedures — (ICAO Doc 8168, Volume I)							
010 06 03 01		General criteria (assuming all engines operating)							
(01)	X	State the factors dictating the design of instrument departure procedures. Source: ICAO Doc 8168, Volume I, Part I, Section 2, Chapter 1, 1.1 General	X		X			X	X
(02)		Explain in which situations the criteria for omnidirectional departures are applied. Source: ICAO Doc 8168, Volume I, Part I, Section 3, Chapter 1, 1.3 Instrument departure procedure: 1.3.1; 1.3.2; 1.3.3	X		X			X	X
010 06 03 02		Standard instrument departures (SIDs)							
(01)		Explain the terms ‘straight departure’ and ‘turning departure’. Source: ICAO Doc 8168, Volume I, Part I, Section 3, Chapter 2, 2.1 General; 2.2 Straight Departures; 2.3 Turning	X		X			X	X

		(excluding maximum speeds)							
010 06 03 03		Omnidirectional departures							
(01)		Explain when the 'omnidirectional method' is used for departure.	X		X			X	X
010 06 03 04		Intentionally left blank							
010 06 03 05		Intentionally left blank							
010 06 04 00		Approach procedures — ICAO Doc 8168, Volume I							
010 06 04 01		General criteria							
(01)		State the general criteria (except 'Speeds for procedure calculations') of the approach procedure design: — instrument approach areas; — accuracy of fixes; — fixes formed by intersections; — intersection fix-tolerance factors; — other fix-tolerance factors; — descent gradient. Source: ICAO Doc 8168, Volume I, Part I, Section 4, Chapter 1	X		X			X	
(02)		Name the five possible segments of an instrument approach procedure. Source: ICAO Doc 8168, Volume I, Part I, Section 4, Chapter 1, 1.2.2 Segments of the approach procedure	X		X			X	X
(03)		State the reasons for establishing aircraft categories for the approach. Source: ICAO Doc 8168, Volume I, Part I, Section 4, Chapter 1, 1.3 Categories of aircraft	X		X			X	X

(04)		State the maximum angle between the final approach track and the extended RWY centre line to still consider a non-precision approach as being a 'straight-in approach'. Source: ICAO Doc 8168, Volume I, Part I, Section 4, Chapter 1, 1.2.3 Types of approach	X		X			X	X	
(05)		State the minimum obstacle clearance (MOC) provided by the minimum sector altitudes (MSAs) established for an aerodrome. Source: ICAO Doc 8168, Volume I, Part I, Section 4, Chapter 2, 12.3 Minimum sector altitudes (MSA)/terminal arrival altitudes (TAA)	X		X			X	X	
(06)	X	State that a pilot shall apply wind corrections when carrying out an instrument approach procedure.	X		X			X	X	
(07)		State the most significant factor influencing the conduct of instrument approach procedures. Source: ICAO Doc 8168, Volume I, Part I, Section 4, Chapter 1, 1.2.1 External factors influencing the approach procedure	X		X			X	X	
(08)		Explain why a pilot should not descend below obstacle clearance altitude/height (OCA/H), which are established for: — precision approach procedures; — non-precision approach procedures; — visual (circling) procedures; — APV approach procedures. Source: ICAO Doc 8168, Volume I, Part I, Section 4, Chapter 1, 1.5 Obstacle clearance altitude/height (OCA/H)	X		X			X	X	
(09)		Describe in general terms the relevant factors for the calculation of operational minima.	X		X			X	X	

		Source: ICAO Doc 8168, Volume I, Part I, Section 4, Chapter 1, 1.6 Factors affecting operational minima							
(10)		State the following acronyms in plain language: DA, DH, OCA, OCH, MDA, MDH, MOC, DA/H, OCA/H, MDA/H. Source: ICAO Doc 8168, Volume I, Part I, Section 4, Chapter 1	X		X			X	X
(11)		Explain the relationship between the terms: DA, DH, OCA, OCH, MDA, MDH, MOC, DA/H, OCA/H, and MDA/H. Source: ICAO Doc 8168, Volume I, Part I, Section 4, Chapter 1	X		X			X	X
010 06 04 02		Approach procedure design							
(01)		Describe how the vertical cross section for each of the five approach segments is broken down into the various areas. Source: ICAO Doc 8168, Volume I, Part I, Section 4, Chapter 1	X		X			X	X
(02)		State within which area of the cross section the minimum obstacle clearance (MOC) is provided for the whole width of the area. Source: ICAO Doc 8168, Volume I, Part I, Section 4, Chapter 2	X		X			X	X
(03)		Define the terms 'IAF', 'IF', 'FAF', 'FAP', 'MAPt' and 'TP'. Source: ICAO Doc 8168, Volume I, Part I, Section 1 Definitions, abbreviations and acronyms and units of measurement	X		X			X	X
(04)	X	State the accuracy of facilities providing track (VHF omnidirectional radio range (VOR), instrument landing system (ILS), non-directional beacon (NDB)). Source: ICAO Doc 8168, Volume I, Part I, Section 2,	X		X			X	X

		Chapter 2, Table I-2-2-1. System use accuracy (2 SD) of facility providing track guidance and facility not providing track guidance							
(05)		State the optimum descent gradient (preferred for a precision approach) in degrees and per cent. Source: ICAO Doc 8168, Volume I, Part I, Section 4, Chapter 1, 1.9 Descent gradient	X		X			X	X
010 06 04 03		Arrival and approach segments							
(01)		Name the five standard segments of an instrument approach procedure, and state the beginning and end for each of them. Source: ICAO Doc 8168, Volume I, Part I, Section 4, Chapter 1, 1.2 Instrument approach procedure	X		X			X	X
(02)		Describe where an arrival route normally ends. Source: ICAO Doc 8168, Volume I, Part I, Section 4, Chapter 2 Arrival segment	X		X			X	X
(03)		State the main task of the initial approach segment. Source: ICAO Doc 8168, Volume I, Part I, Section 4, Chapter 3 Initial approach segment	X		X			X	X
(04)		Describe the maximum angle of interception between the initial approach segment and the intermediate approach segment (provided at the intermediate fix) for a precision approach and a non-precision approach. Source: ICAO Doc 8168, Volume I, Part I, Section 4, Chapter 3 Initial approach segment	X		X			X	X
(05)		Describe the main task of the intermediate approach segment. Source: ICAO Doc 8168, Volume I, Part I, Section 4,	X		X			X	X

		Chapter 4 Intermediate approach segment							
(06)		State the main task of the final approach segment. Source: ICAO Doc 8168, Volume I, Part I, Section 4, Chapter 5 Final approach segment	X		X			X	X
(07)		Name the two possible aims of a final approach. Source: ICAO Doc 8168, Volume I, Part I, Section 4, Chapter 5 Final approach segment	X		X			X	X
(08)		Explain the term ‘final approach point’ in case of an ILS approach. Source: ICAO Doc 8168, Volume I, Part I, Section 4, Chapter 5 Final approach segment	X		X			X	X
(09)		State what happens if an ILS glide path (GP) becomes inoperative during the approach. Source: ICAO Doc 8168, Volume I, Part I, Section 4, Chapter 5 Final approach segment	X		X			X	X
010 06 04 04		Missed approach							
(01)		Name the three phases of a missed approach procedure and describe their geometric limits. Source: ICAO Doc 8168, Volume I, Part I, Section 4, Chapter 6 Missed approach segment	X		X			X	X
(02)		State the main task of a missed approach procedure. Source: ICAO Doc 8168, Volume I, Part I, Section 4, Chapter 6 Missed approach segment	X		X			X	X
(03)		Define the term ‘missed approach point (MAPt)’. Source: ICAO Doc 8168, Volume I, Part I, Section 1 Definitions, abbreviations and acronyms and units of measurement	X		X			X	X

(04)		Describe how an MAPt may be established in an approach procedure. Source: ICAO Doc 8168, Volume I, Part I, Section 4, Chapter 6 Missed approach segment	X		X			X	X	
(05)		State the pilot's action if, upon reaching the MAPt, the required visual reference is not established. Source: ICAO Doc 8168, Volume I, Part I, Section 4, Chapter 6 Missed approach segment	X		X			X	X	
(06)		Describe what a pilot is expected to do in the event a missed approach is initiated prior to arriving at the MAPt. Source: ICAO Doc 8168, Volume I, Part I, Section 4, Chapter 6 Missed approach segment	X		X			X	X	
(07)		State whether the pilot is obliged to cross the MAPt at the height (HGT)/altitude (ALT) required by the procedure or whether they are allowed to cross the MAPt at a HGT/ALT greater than that required by the procedure. Source: ICAO Doc 8168, Volume I, Part I, Section 4, Chapter 6 Missed approach segment	X		X			X	X	
010 06 04 05		<i>Visual manoeuvring (circling) in the vicinity of the aerodrome (AD)</i>								
(01)		Describe what is meant by 'visual manoeuvring (circling)'. Source: ICAO Doc 8168, Volume I, Part I, Section 4, Chapter 7 Visual manoeuvring (circling) area	X		X			X	X	
(02)		Describe how a prominent obstacle in the visual manoeuvring (circling) area outside the final approach and missed approach area has to be considered for the visual circling. Source: ICAO Doc 8168, Volume I, Part I, Section 4, Chapter 7 Visual manoeuvring (circling) area	X		X			X	X	

(03)	State for which category of aircraft the obstacle clearance altitude/height (OCA/H) within an established visual manoeuvring (circling) area is determined. Source: ICAO Doc 8168, Volume I, Part I, Section 4, Chapter 7 Visual manoeuvring (circling) area	X		X			X	X	
(04)	Describe how the minimum descent altitude/height (MDA/H) is specified for visual manoeuvring (circling) if the OCA/H is known. Source: ICAO Doc 8168, Volume I, Part I, Section 4, Chapter 7 Visual manoeuvring (circling) area	X		X			X	X	
(05)	State the conditions to be fulfilled before descending below MDA/H in a visual manoeuvring (circling) approach. Source: ICAO Doc 8168, Volume I, Part I, Section 4, Chapter 7 Visual manoeuvring (circling) area	X		X			X	X	
(06)	Explain why there can be no single procedure designed that will cater for conducting a circling approach in every situation. Source: ICAO Doc 8168, Volume I, Part I, Section 4, Chapter 7 Visual manoeuvring (circling) area	X		X			X	X	
(07)	State how the pilot is expected to act after initial visual contact during a visual manoeuvring (circling). Source: ICAO Doc 8168, Volume I, Part I, Section 4, Chapter 7 Visual manoeuvring (circling) area	X		X			X	X	
(08)	Describe what the pilot is expected to do if visual reference is lost while circling to land from an instrument approach. Source: ICAO Doc 8168, Volume I, Part I, Section 4, Chapter 7 Visual manoeuvring (circling) area	X		X			X	X	
010 06 04 06	RNAV approach procedures based on VOR/distance-measuring equipment (DME)								

(01)	Describe the provisions that must be fulfilled before carrying out VOR/DME RNAV approaches. Source: ICAO Doc 8168, Volume I, Part II, Section 3, Chapter 3	X		X			X	X	
(02)	Explain the disadvantages of the VOR/DME RNAV system compared to a DME/DME RNAV approach. Source: ICAO Doc 8168, Volume I, Part II, Section 3, Chapter 3	X		X			X	X	
(03)	List the factors the navigational accuracy of the VOR/DME RNAV system depends on. Source: ICAO Doc 8168, Volume I, Part II, Section 3, Chapter 3	X		X			X	X	
(04)	State whether the VOR/DME RNAV approach is a precision or a non-precision procedure. Source: ICAO Doc 8168, Volume I, Part II, Section 3, Chapter 3	X		X			X	X	
010 06 05 00	Holding procedures — ICAO Doc 8168, Volume I								
010 06 05 01	Entry and holding								
(01)	Explain why deviations from the in-flight procedures of a holding established in accordance with ICAO Doc 8168 are dangerous. Source: ICAO Doc 8168, Volume I, Part I, Section 6	X		X			X	X	
(02)	State that if for any reason a pilot is unable to conform to the procedures for normal conditions laid down for any particular holding pattern, this pilot should advise ATC as early as possible. Source: ICAO Doc 8168, Volume I, Part I, Section 6, Chapter 1	X		X			X	X	

(03)	Describe the shape and terminology associated with the holding pattern. Source: ICAO Doc 8168, Volume I, Part I, Section 6, Chapter 1	X		X			X	X	
(04)	State the bank angle and rate of turn to be used whilst flying in a holding pattern. Source: ICAO Doc 8168, Volume I, Part I, Section 6, Chapter 1	X		X			X	X	
(05)	Explain why a pilot in a holding pattern should attempt to maintain tracks and how this can be achieved. Source: ICAO Doc 8168, Volume I, Part I, Section 6, Chapter 1	X		X			X	X	
(06)	Describe where outbound timing begins in a holding pattern. Source: ICAO Doc 8168, Volume I, Part I, Section 6, Chapter 1	X		X			X	X	
(07)	State where the outbound leg in a holding terminates if the outbound leg is based on DME. Source: ICAO Doc 8168, Volume I, Part I, Section 6, Chapter 1	X		X			X	X	
(08)	Describe the three heading entry sectors for entries into a holding pattern. Source: ICAO Doc 8168, Volume I, Part I, Section 6, Chapter 1	X		X			X	X	
(09)	Describe the terms ‘parallel entry’, ‘offset entry’ and ‘direct entry’. Source: ICAO Doc 8168, Volume I, Part I, Section 6, Chapter 1	X		X			X	X	
(10)	Determine the correct entry procedure for a given holding	X		X			X	X	

		pattern. Source: ICAO Doc 8168, Volume I, Part I, Section 6, Chapter 1								
(11)		State the still-air time for flying the outbound entry heading with or without DME. Source: ICAO Doc 8168, Volume I, Part I, Section 6, Chapter 1	X		X			X	X	
(12)		Describe what the pilot is expected to do when clearance is received specifying the time of departure from the holding point. Source: ICAO Doc 8168, Volume I, Part I, Section 6, Chapter 1	X		X			X	X	
010 06 05 02		Obstacle clearance								
(01)	X	Describe the layout of the basic holding area, entry area and buffer area of a holding pattern. Source: ICAO Doc 8168, Volume I, Part I, Section 6, Chapter 2	X		X			X	X	
(02)	X	State which obstacle clearance is provided by a minimum permissible holding level referring to the holding area, the buffer area (general only) and over high terrain or in mountainous areas. Source: ICAO Doc 8168, Volume I, Part I, Section 6, Chapter 2	X		X			X	X	
010 06 06 00		Altimeter-setting procedures — ICAO Doc 8168, Volume I								
010 06 06 01		Basic requirements and procedures								
(01)		Describe the two main objectives of altimeter settings. Source: ICAO Doc 8168, Volume I, Part III, Section 1, Chapter 1	X	X	X	X	X	X	X	

(02)	Define the terms 'QNH' and 'QFE'. Source: ICAO Doc 8168, Volume I, Part III, Section 1, Chapter 2	X	X	X	X	X	X	X	
(03)	Describe the different terms for ALT or flight levels (FLs) respectively, which are the references during climb or descent to change the altimeter settings from QNH to 1013.2 hPa and vice versa. Source: ICAO Doc 8168, Volume I, Part III, Section 1, Chapter 2	X	X	X	X	X	X	X	
(04)	Define the term 'flight level (FL)'. Source: ICAO Doc 8168, Volume I, Part I, Section 1 Definitions, abbreviations and acronyms and units of measurement	X	X	X	X	X	X	X	
(05)	State where FL zero shall be located. Source: ICAO Doc 8168, Volume I, Part III, Section 1, Chapter 2	X	X	X	X	X	X	X	
(06)	State the interval by which consecutive FLs shall be separated. Source: ICAO Doc 8168, Volume I, Part III, Section 1, Chapter 2	X	X	X	X	X	X	X	
(07)	Describe how FLs are defined. Source: ICAO Doc 8168, Volume I, Part III, Section 1, Chapter 2	X	X	X	X	X	X	X	
(08)	Define the term 'transition altitude (TA)'. Source: ICAO Doc 8168, Volume I, Part I, Section 1 Definitions, abbreviations and acronyms and units of measurement	X	X	X	X	X	X	X	
(09)	State how TAs shall normally be specified.	X	X	X	X	X	X	X	

		Source: ICAO Doc 8168, Volume I, Part III, Section 1, Chapter 2								
(10)		Explain how the HGT of the TA is calculated and expressed in practice. Source: ICAO Doc 8168, Volume I, Part III, Section 1, Chapter 2	X	X	X	X	X	X	X	
(11)		State where TAs shall be published. Source: ICAO Doc 8168, Volume I, Part III, Section 1, Chapter 2	X	X	X	X	X	X	X	
(12)		Define the term ‘transition level (TRL)’. Source: ICAO Doc 8168, Volume I, Part I, Section 1 Definitions, abbreviations and acronyms and units of measurement	X	X	X	X	X	X	X	
(13)		State when the TRL is normally passed on to the aircraft. Source: ICAO Doc 8168, Volume I, Part III, Section 1, Chapter 2	X	X	X	X	X	X	X	
(14)		State how the vertical position of the aircraft shall be expressed at or below the TA and TRL. Source: ICAO Doc 8168, Volume I, Part III, Section 1, Chapter 2	X	X	X	X	X	X	X	
(15)		Define the term ‘transition layer’. Source: ICAO Doc 8168, Volume I, Part I, Section 1 Definitions, abbreviations and acronyms and units of measurement	X	X	X	X	X	X	X	
(16)		Describe when the vertical position of an aircraft passing through the transition layer shall be expressed in terms of FLs and when in terms of ALT. Source: ICAO Doc 8168, Volume I, Part III, Section 1, Chapter 2	X	X	X	X	X	X	X	

(17)	State when the QNH altimeter setting shall be made available to departing aircraft. Source: ICAO Doc 8168, Volume I, Part III, Section 1, Chapter 2	X	X	X	X	X	X	X	
(18)	Explain when the vertical separation of an aircraft during en-route flight shall be assessed in terms of ALT and when in terms of FLs. Source: ICAO Doc 8168, Volume I, Part III, Section 1, Chapter 3	X	X	X	X	X	X	X	
(19)	Explain when, in air-ground communications during an en-route flight, the vertical position of an aircraft shall be expressed in terms of ALT and when in terms of FLs. Source: ICAO Doc 8168, Volume I, Part III, Section 1, Chapter 3	X	X	X	X	X	X	X	
(20)	Describe why QNH altimeter-setting reports should be provided from sufficient locations. Source: ICAO Doc 8168, Volume I, Part III, Section 1, Chapter 2	X	X	X	X	X	X	X	
(21)	State how a QNH altimeter setting shall be made available to aircraft approaching a controlled aerodrome (AD) for landing. Source: ICAO Doc 8168, Volume I, Part III, Section 1, Chapter 2	X	X	X	X	X	X	X	
(22)	State under which circumstances the vertical position of an aircraft above the TRL may be referenced in ALT. Source: ICAO Doc 8168, Volume I, Part III, Section 1, Chapter 2	X	X	X	X	X	X	X	
010 06 06 02	Procedures for operators and pilots								
(01)	State on which setting at least one altimeter shall be set prior	X	X	X	X	X	X	X	

		to take-off. Source: ICAO Doc 8168, Volume I, Part III, Section 1, Chapter 3								
(02)		State where during the climb the altimeter setting shall be changed from QNH to 1013.2 hPa. Source: ICAO Doc 8168, Volume I, Part III, Section 1, Chapter 3	X	X	X	X	X	X	X	
(03)		Describe when a pilot of an aircraft intending to land at an AD shall obtain the TRL. Source: ICAO Doc 8168, Volume I, Part III, Section 1, Chapter 3	X	X	X	X	X	X	X	
(04)		Describe when a pilot of an aircraft intending to land at an AD shall obtain the actual QNH altimeter setting. Source: ICAO Doc 8168, Volume I, Part III, Section 1, Chapter 3	X	X	X	X	X	X	X	
(05)		State where the altimeter settings shall be changed from 1013.2 hPa to QNH during descent for landing. Source: ICAO Doc 8168, Volume I, Part III, Section 1, Chapter 3	X	X	X	X	X	X	X	
010 06 07 00		Parallel or near-parallel instrument RWYs — ICAO Doc 8168, Volume I								
010 06 07 01		<i>Simultaneous operation on parallel or near-parallel instrument RWYs</i>								
(01)	X	Describe the difference between independent and dependent parallel approaches. Source: ICAO Doc 8168, Volume I, Part III, Section 2, Chapter 1	X	X	X	X	X	X	X	
(02)		Describe the following different operations:	X	X	X	X	X	X	X	

	<ul style="list-style-type: none"> — simultaneous instrument departures; — segregated parallel approaches/departures; — semi-mixed and mixed operations. <p>Source: ICAO Doc 8168, Volume I, Part III, Section 2, Chapter 1</p>								
(03)	<p>Describe the terms ‘normal operating zone (NOZ)’ and ‘no transgression zone (NTZ)’.</p> <p>Source: ICAO Doc 8168, Volume I, Part III, Section 2, Chapter 1</p>	X	X	X	X	X	X		
(04)	<p>State the aircraft avionics requirements for conducting parallel instrument approaches.</p> <p>Source: ICAO Doc 8168, Volume I, Part III, Section 2, Chapter 1</p>	X	X	X	X	X	X		
(05)	<p>State where guidance material may be located for simultaneous operations on parallel or near-parallel instrument runways.</p> <p>Source: ICAO Doc 8168</p>	X	X	X	X	X	X		
(06)	<p>State the radar requirements for simultaneous, independent, and parallel instrument approaches, and how weather conditions effect these.</p> <p>Source: ICAO Doc 8168, Volume I, Part III, Section 2, Chapter 1</p>	X	X	X	X	X	X		
(07)	<p>State the maximum angle of interception for an ILS localiser course (CRS) or microwave landing system (MLS) final approach track in case of simultaneous, independent, and parallel instrument approaches.</p> <p>Source: ICAO Doc 8168, Volume I, Part III, Section 2, Chapter 1</p>	X	X	X	X	X	X		
(08)	<p>Describe the special conditions for tracks on missed</p>	X	X	X	X	X	X		

	approach procedures and departures in case of simultaneous or parallel operations. Source: ICAO Doc 8168, Volume I, Part III, Section 2, Chapter 1								
010 06 08 00	Secondary surveillance radar (transponder) operating procedures — ICAO Doc 8168, Volume I								
010 06 08 01	Operation of transponders								
(01)	State when and where the pilot shall operate the transponder. Source: ICAO Doc 8168, Volume I, Part III, Section 3, Chapter 1	X	X	X	X	X	X	X	
(02)	State the modes and codes that the pilot shall operate in the absence of any ATC directions or regional air navigation agreements. Source: ICAO Doc 8168, Volume I, Part III, Section 3, Chapter 1	X	X	X	X	X	X	X	
(03)	State when the pilot shall operate Mode C. Source: ICAO Doc 8168, Volume I, Part III, Section 3, Chapter 1	X	X	X	X	X	X		
(04)	State when the pilot shall 'SQUAWK IDENT'. Source: ICAO Doc 8168, Volume I, Part III, Section 3, Chapter 1	X	X	X	X	X	X	X	
(05)	State the transponder code to indicate: — a state of emergency; — a COM failure; — unlawful interference. Source: ICAO Doc 8168, Volume I, Part III, Section 3, Chapter 1	X	X	X	X	X	X	X	

(06)		Describe the consequences of a transponder failure in flight. Source: ICAO Doc 8168, Volume I, Part III, Section 3, Chapter 1	X	X	X	X	X	X	X	
(07)		State the primary action of the pilot in the case of an unserviceable transponder before departure when no repair or replacement at the given AD is possible. Source: ICAO Doc 8168, Volume I, Part III, Section 3, Chapter 1	X	X	X	X	X	X	X	
(08)		State when the pilot shall operate Mode S. Source: ICAO Doc 8168, Volume I, Part III, Section 3, Chapter 1							X	
010 06 08 02		Operation of airborne collision avoidance system (ACAS) equipment								
(01)		Describe the main reason for using ACAS. Source: ICAO Doc 8168, Volume I, Part III, Section 3, Chapter 3, 3.1 ACAS overview	X	X	X	X	X	X	X	
(02)		State whether the ‘use of ACAS indications’ described in ICAO Doc 8168 is absolutely mandatory. Source: ICAO Doc 8168, Volume I, Part III, Section 3, Chapter 3, 3.2 Use of ACAS indications	X	X	X	X	X	X		
(03)		Explain the pilots’ reaction required to allow ACAS to fulfil its role of assisting pilots in the avoidance of potential collisions. Source: ICAO Doc 8168, Volume I, Part III, Section 3, Chapter 3, 3.2 Use of ACAS indications	X	X	X	X	X	X		
(04)		Explain why pilots shall not manoeuvre their aircraft in response to traffic advisories (TAs) only. Source: ICAO Doc 8168, Volume I, Part III, Section 3, Chapter 3, 3.2 Use of ACAS indications	X	X	X	X	X	X		

(05)		Explain the significance of TAs in view of possible resolution advisories (RAs). Source: ICAO Doc 8168, Volume I, Part III, Section 3, Chapter 3, 3.2 Use of ACAS indications	X	X	X	X	X	X		
(06)		State why a pilot should follow RAs immediately. Source: ICAO Doc 8168, Volume I, Part III, Section 3, Chapter 3, 3.2 Use of ACAS indications	X	X	X	X	X	X		
(07)		List the reasons which may force a pilot to disregard an RA. Source: ICAO Doc 8168, Volume I, Part III, Section 3, Chapter 3, 3.2 Use of ACAS indications	X	X	X	X	X	X		
(08)		Explain the importance of instructing ATC immediately that an RA has been followed. Source: ICAO Doc 8168, Volume I, Part III, Section 3, Chapter 3, 3.2 Use of ACAS indications	X	X	X	X	X	X		
(09)		Explain the duties of a pilot with regard to ATC when an RA situation is resolved. Source: ICAO Doc 8168, Volume I, Part III, Section 3, Chapter 3, 3.2 Use of ACAS indications	X	X	X	X	X	X		
010 06 09 00		REGULATION (EU) No 965/2012 ON AIR OPERATIONS								
010 06 09 01		Regulation structure								
(01)		Describe the subject matter and scope of that Regulation. Source: Regulation (EU) No 965/2012, Article 1 Subject matter and scope	X	X	X	X	X	X	X	
(02)	X	State that Regulation (EU) No 965/2012 covers all types of commercial and non-commercial operations.	X	X	X	X	X	X	X	
010 06 09 02		Definitions (Annex I)								

(01)		Recall the definitions in the Regulation not already given in ICAO PAN-OPS. Source: Regulation (EU) No 965/2012, Article 2 Definitions	X	X	X	X	X	X	X	
010 06 09 03		Part-SPA (Annex V), Part-NCC (Annex VI) and Part-NCO (Annex VII)								
(01)		Describe the structure of these Parts.	X	X	X	X	X			
(02)	X	Explain the main content of these Parts, except the operational procedures.	X	X	X	X	X			
010 07 00 00		AIR TRAFFIC SERVICES (ATS) AND AIR TRAFFIC MANAGEMENT (ATM)								
010 07 01 00		ICAO Annex 11 — Air Traffic Services								
010 07 01 01		Definitions								
(01)	X	Recall the definitions given in ICAO Annex 11. Source: ICAO Annex 11, Chapter 1 Definitions	X	X	X	X	X	X		
010 07 01 02		General								
(01)	X	State the objectives of ATS. Source: ICAO Annex 11, Chapter 2, 2.2 Objectives of ATS	X	X	X	X	X	X		
(02)	X	Describe the three basic types of ATS. Source: ICAO Annex 11, Chapter 2, 2.3 Divisions of the air traffic services	X	X	X	X	X	X		
(03)	X	Describe the three basic types of ATC services. Source: ICAO Annex 11, Chapter 2, 2.3 Divisions of the air traffic services	X	X	X	X	X	X		
(04)		State on which frequencies a pilot can expect ATC to contact them in case of an emergency. Source: ICAO Annex 11, Chapter 2, 2.25 In-flight	X	X	X	X	X	X		

		contingencies								
(05)		Describe the procedure for the transfer of an aircraft from one ATC unit to another. Source: ICAO Annex 11, Chapter 3, 3.6.1 Transfer of responsibility for control	X	X	X	X	X			
010 07 01 03		Airspace								
(01)		Describe the purpose for establishing flight information regions (FIRs) including upper flight information regions (UIRs). Source: ICAO Annex 11, Chapter 2: 2.10; 2.11	X	X	X	X	X	X		
(02)		Describe the various rules and services that apply to the various classes of airspace. Source: ICAO Annex 11, Chapter 2, 2.6 Classification of airspaces and Annex 11, Appendix 4	X	X	X	X	X	X	X	
(03)		Explain which airspace shall be included in an FIR or UIR.	X	X	X	X	X	X		
(04)		State the designation for those portions of the airspace where flight information service (FIS) and alerting service shall be provided. Source: ICAO Annex 11, Chapter 2, 2.5 Designation of the portions of the airspace and controlled aerodromes where air traffic services will be provided	X	X	X	X	X	X		
(05)		State the designations for those portions of the airspace where ATC services shall be provided. Source: ICAO Annex 11, Chapter 2, 2.5 Designation of the portions of the airspace and controlled aerodromes where air traffic services will be provided	X	X	X	X	X	X		
(06)		Identify whether or not control areas (CTAs) and control	X	X	X	X	X	X		

	zones (CTRs) designated within an FIR shall form part of that FIR. Source: ICAO Annex 11, Chapter 2, 2.5 Designation of the portions of the airspace and controlled aerodromes where air traffic services will be provided								
(07)	State the lower limit of a CTA as far as ICAO Standards are concerned. Source: ICAO Annex 11, Chapter 2, 2.11.3 Control areas	X	X	X	X	X	X		
(08)	State whether or not the lower limit of a CTA has to be established uniformly. Source: ICAO Annex 11, Chapter 2, 2.11.3 Control areas	X	X	X	X	X	X		
(09)	Explain why a UIR or upper CTA should be delineated to include the upper airspace within the lateral limits of a number of lower FIRs or CTAs. Source: ICAO Annex 11, Chapter 2, 2.11.4 Flight information regions or control areas in the upper airspace	X	X	X	X	X	X		
(10)	Describe in general the lateral limits of CTRs. Source: ICAO Annex 11, Chapter 2, 2.11.5 Control zones	X	X	X	X	X	X		
(11)	State the minimum extension (in NM) of the lateral limits of a CTR. Source: ICAO Annex 11, Chapter 2, 2.11.5 Control zones	X	X	X	X	X	X		
(12)	State the upper limits of a CTR located within the lateral limits of a CTA. Source: ICAO Annex 11, Chapter 2, 2.11.5 Control zones	X	X	X	X	X	X		
010 07 01 04	Air traffic control (ATC) services								
(01)	Name all classes of airspace in which ATC services shall be provided.	X	X	X	X	X	X		

		Source: ICAO Annex 11, Chapter 3, 3.1 Application								
(02)		Name the ATS units providing ATC services (area control service, approach control service, aerodrome control service). Source: ICAO Annex 11, Chapter 3, 3.2 Provision of air traffic control service	X	X	X	X	X	X	X	
(03)		Describe which unit(s) may be assigned with the task to provide specified services on the apron. Source: ICAO Annex 11, Chapter 3, 3.2 Provision of air traffic control service	X	X	X	X	X	X	X	
(04)		State the purpose of clearances issued by an ATC unit. Source: ICAO Annex 11, Chapter 3, 3.3 Operation of air traffic control service	X	X	X	X	X	X	X	
(05)		List the various (five possible) parts of an ATC clearance. Source: ICAO Annex 11, Chapter 3, 3.7.1 Contents of clearances	X	X	X	X	X	X	X	
(06)		Explain why the movement of persons, vehicles and towed aircraft on the manoeuvring area of an AD shall be controlled by the aerodrome control tower (TWR) (as necessary). Source: ICAO Annex 11, Chapter 3, 3.8 Control of persons and vehicles at aerodromes, 3.8.1	X	X	X	X	X	X		
010 07 01 05		Flight information service (FIS)								
(01)	X	State for which aircraft FIS shall be provided. Source: ICAO Annex 11, Chapter 4, 4.1 Application	X	X	X	X	X	X		
(02)	X	State whether or not FIS shall include the provision of pertinent significant meteorological information (SIGMET) and air meteorological information report (AIRMET) information.	X	X	X	X	X	X		

		Source: ICAO Annex 11, Chapter 4, 4.2 Scope of flight information service								
(03)	X	State which information FIS shall include in addition to SIGMET and AIRMET information. Source: ICAO Annex 11, Chapter 4, 4.2 Scope of flight information service	X	X	X	X	X	X		
(04)	X	Indicate which other information the FIS shall include in addition to the special information given in Annex 11. Source: ICAO Annex 11, Chapter 4, 4.2 Scope of flight information service, 4.2.2 Note 2 and Attachment B	X	X	X	X	X	X		
(05)	X	State the meaning of the acronym 'ATIS' in plain language. Source: ICAO Annex 11, Chapter 4, 4.3.4 Voice-automatic terminal information service (Voice-ATIS) broadcasts	X	X	X	X	X	X		
(06)		List the basic information concerning automatic terminal information service (ATIS) broadcasts (e.g. frequencies used, number of ADs included, updating, identification, acknowledgment of receipt, language and channels, ALT-setting). Source: ICAO Annex 11, Chapter 4, 4.3.4 Voice-automatic terminal information service (Voice-ATIS) broadcasts	X	X	X	X	X	X		
(07)		State the content of an ATIS message. Source: ICAO Annex 11, Chapter 4, 4.3.7 ATIS for arriving and departing aircraft	X	X	X	X	X			
(08)		State the reasons and circumstances when an ATIS message shall be updated. Source: ICAO Annex 11, Chapter 4, 4.3.6 Automatic terminal information service (voice and/or data link)	X	X	X	X	X	X		
010 07 01 06		Alerting service								

(01)		State who provides the alerting service. Source: ICAO Annex 11, Chapter 2, 2.10 Establishment and designation of the units providing air traffic services	X	X	X	X	X			
(02)		State who is responsible for initiating the appropriate emergency phase. Source: ICAO Annex 11, Chapter 5 Alerting service	X	X	X	X	X			
(03)		State the aircraft to which alerting service shall be provided. Source: ICAO Annex 11, Chapter 5 Alerting service	X	X	X	X	X			
(04)		State which unit shall be notified by the responsible ATS unit immediately when an aircraft is considered to be in a state of emergency. Source: ICAO Annex 11, Chapter 5 Alerting service	X	X	X	X	X			
(05)		Name the three stages of emergency and describe the basic conditions for each kind of emergency. Source: ICAO Annex 11, Chapter 5 Alerting service	X	X	X	X	X			
(06)	X	State the meaning of the expressions 'INCERFA', 'ALERFA' and 'DETRESFA'. Source: ICAO Annex 11, Chapter 5 Alerting service	X	X	X	X	X			
(07)	X	State the information to be provided to those aircraft that operate in the vicinity of an aircraft that is either in a state of emergency or unlawful interference. Source: ICAO Annex 11, Chapter 5 Alerting service	X	X	X	X	X			
010 07 01 07		Principles governing required navigation performance (RNP) and air traffic service (ATS) route designators								
(01)		State the meaning of the acronym 'RNP'. Source: ICAO Annex 11, Chapter 1 Definitions	X	X	X	X	X			
(02)		State the factors that RNP is based on. Source: ICAO Annex 11, Chapter 1 Definitions	X	X	X	X	X			

		Source: ICAO Doc 4444, Chapter 1 Definitions								
010 07 02 03		ATS system capacity and air traffic flow management (ATFM)								
(01)	X	Explain when and where ATFM services shall be implemented. Source: ICAO Doc 4444, Chapter 3, 3.2 Air traffic flow management, 3.2.1 General	X	X	X	X	X	X	X	
010 07 02 04		General provisions for air traffic services (ATS)								
(01)	X	Describe who is responsible for the provision of flight information and alerting services within an FIR, within controlled airspace and at controlled ADs. Source: ICAO Doc 4444, Chapter 4, 4.2 Responsibility for the provision of flight information service and alerting service	X	X	X	X	X	X		
010 07 02 05		ATC clearances								
(01)		State which information the issue of an ATC clearance is based on. Source: ICAO Doc 4444, Chapter 4, 4.5 Air traffic control clearances, 4.5.1 Scope and purpose	X	X	X	X	X	X	X	
(02)		Describe what a PIC should do if an ATC clearance is not suitable. Source: ICAO Doc 4444, Chapter 4, 4.5 Air traffic control clearances, 4.5.1 Scope and purpose	X	X	X	X	X	X	X	
(03)		State who bears the responsibility for adhering to the applicable rules and regulations whilst flying under the control of an ATC unit. Source: ICAO Doc 4444, Chapter 4, 4.5 Air traffic control clearances, 4.5.1 Scope and purpose	X	X	X	X	X	X	X	
(04)	X	State the two primary purposes of clearances issued by ATC	X	X	X	X	X	X		

		units. Source: ICAO Doc 4444, Chapter 4, 4.5 Air traffic control clearances, 4.5.1 Scope and purpose								
(05)		State why clearances must be issued 'early enough' to aircraft. Source: ICAO Doc 4444, Chapter 4, 4.5 Air traffic control clearances, 4.5.1 Scope and purpose	X	X	X	X	X	X		
(06)		Explain what is meant by the expression 'clearance limit'. Source: ICAO Doc 4444, Chapter 4, 4.5.7 Description of air traffic control clearances, 4.5.7.1 Clearance limit	X	X	X	X	X	X	X	
(07)		Explain the meaning of the phrases 'cleared via flight planned route', 'cleared via (designation) departure' and 'cleared via (designation) arrival' in an ATC clearance. Source: ICAO Doc 4444, Chapter 4, 4.5.7 Description of air traffic control clearances, 4.5.7.2 Route of flight	X	X	X	X	X	X	X	
(08)		List which items of an ATC clearance shall always be read back by the flight crew. Source: ICAO Doc 4444, Chapter 4, 4.5.7.5 Readback of clearances	X	X	X	X	X	X	X	
010 07 02 06		Horizontal speed control instructions								
(01)		Explain the reason for speed control by ATC. Source: ICAO Doc 4444, Chapter 4, 4.6 Horizontal speed control instructions, 4.6.1 General	X	X	X	X	X	X	X	
(02)	X	Define the maximum speed changes that ATC may impose. Source: ICAO Doc 4444, Chapter 4, 4.6.3 Descending and arriving aircraft	X	X	X	X	X	X	X	
(03)		State within what distance from the THR the PIC should not expect any kind of speed control. Source: ICAO Doc 4444, Chapter 4, 4.6.3 Descending and	X	X	X	X	X	X	X	

		arriving aircraft								
010 07 02 07		Change from IFR to VFR flight								
(01)		Explain how the change from IFR to VFR can be initiated by the PIC. Source: ICAO Doc 4444, Chapter 4, 4.8 Change from IFR to VFR flight	X		X			X	X	
(02)		Describe the expected reaction of the appropriate ATC unit upon a request to change from IFR to VFR. Source: ICAO Doc 4444, Chapter 4, 4.8 Change from IFR to VFR flight	X		X			X	X	
010 07 02 08		Wake turbulence								
(01)		State the wake-turbulence categories of aircraft. Source: ICAO Doc 4444, Chapter 4, 4.9.1 Wake turbulence categories of aircraft	X	X	X	X	X	X		
(02)		State the wake-turbulence separation minima. Source: ICAO Doc 4444, Chapter 5, 5.8 Time-based wake turbulence longitudinal separation minima; ICAO Doc 4444, Chapter 8, 8.7.3.4 (table of distance-based wake turbulence separation minima) and 8.7.3.4.1 (appropriate conditions for application)	X	X	X	X	X	X		
(03)		Describe how a 'heavy' aircraft shall indicate this in the initial radiotelephony contact with ATS. Source: ICAO Doc 4444, Chapter 4, 4.9.2 Indication of heavy wake turbulence category	X	X	X	X	X	X		
010 07 02 09		Altimeter-setting procedures								
(01)		Define the following terms: — TRL;	X	X	X	X	X	X	X	

		<ul style="list-style-type: none"> — transition layer; and — TA. <p>Source: ICAO Doc 4444, Chapter 1 Definitions</p>								
(02)		<p>Describe how the vertical position of an aircraft in the vicinity of an AD shall be expressed at or below the TA, at or above the TRL, and while climbing or descending through the transition layer.</p> <p>Source: ICAO Doc 4444, Chapter 4, 4.10.1 Expression of vertical position of aircraft</p>	X	X	X	X	X	X	X	
(03)		<p>Describe when the HGT of an aircraft using QFE during an NDB approach is referred to the landing THR instead of the AD elevation.</p> <p>Source: ICAO Doc 4444, Chapter 4, 4.10.1 Expression of vertical position of aircraft</p>	X	X	X	X	X	X	X	
(04)		<p>State in which margin altimeter settings provided to aircraft shall be rounded up or down.</p> <p>Source: ICAO Doc 4444, Chapter 4, 4.10.4 Provision of altimeter setting information</p>	X	X	X	X	X	X	X	
(05)		<p>Describe the expression ‘lowest usable FL’.</p> <p>Source: ICAO Doc 4444, Chapter 4, 4.10.4 Provision of altimeter setting information</p>	X	X	X	X	X	X	X	
(06)		<p>Determine how the vertical position of an aircraft on an en-route flight is expressed at or above the lowest usable FL and below the lowest usable FL.</p> <p>Source: ICAO Doc 4444, Chapter 4, 4.10.1 Expression of vertical position of aircraft</p>	X	X	X	X	X	X	X	
(07)		<p>State who establishes the TRL to be used in the vicinity of an AD.</p> <p>Source: ICAO Doc 4444, Chapter 4, 4.10.2 Determination of</p>	X	X	X	X	X	X	X	

		the transition level								
(08)		Decide how and when a flight crew member shall be informed about the TRL. Source: ICAO Doc 4444, Chapter 4, 4.10.4 Provision of altimeter setting information	X	X	X	X	X	X	X	
(09)		State whether or not the pilot can request TRL to be included in the approach clearance. Source: ICAO Doc 4444, Chapter 4, 4.10.4 Provision of altimeter setting information	X	X	X	X	X	X	X	
010 07 02 10		Position reporting								
(01)		Describe when position reports shall be made by an aircraft flying on routes defined by designated significant points. Source: ICAO Doc 4444, Chapter 4, 4.11.1 Transmission of position reports, 4.11.1.1	X	X	X	X	X	X	X	
(02)		List the six items that are normally included in a voice position report. Source: ICAO Doc 4444, Chapter 4, 4.11.2 Contents of voice position reports	X	X	X	X	X	X	X	
(03)	X	State the requirements for using a simplified position report with FL, next position (and time-over) and ensuing significant points omitted. Source: ICAO Doc 4444, Chapter 4, 4.11.2 Contents of voice position reports	X	X	X	X	X	X	X	
(04)		State the item of a position report which must be forwarded on to ATC with the initial call after changing to a new frequency. Source: ICAO Doc 4444, Chapter 4, 4.11.2 Contents of voice position reports	X	X	X	X	X	X	X	

(05)		Indicate the item of a position report which may be omitted if secondary surveillance radar (SSR) Mode C is used. Source: ICAO Doc 4444, Chapter 4, 4.11.2 Contents of voice position reports	X	X	X	X	X	X	X	
(06)		Explain in which circumstances the airspeed should be included in a position report. Source: ICAO Doc 4444, Chapter 4, 4.11.2 Contents of voice position reports	X	X	X	X	X	X		
(07)		Explain the meaning of the acronym 'ADS'.	X	X	X	X	X	X		
(08)		Describe which expression shall precede the level figures in a position report if the level is reported in relation to 1013.2 hPa (standard pressure). Source: ICAO Doc 4444, Chapter 4, 4.5.7.5 Readback of clearances; ICAO Doc 4444, Chapter 4, 4.11.2 Contents of voice position reports	X	X	X	X	X	X		
010 07 02 11		Reporting of operational and meteorological information								
(01)		List the occasions when special air-reports shall be made. Source: ICAO Doc 4444, Chapter 4, 4.12.3 Contents of special air-reports 4.12.3.1 (a to k inclusive)	X	X	X	X	X	X		
010 07 02 12		Separation methods and minima								
(01)		Explain the general provisions for the separation of controlled air traffic. Source: ICAO Doc 4444, Chapter 5, 5.2.1 General and 5.2.2 Degraded aircraft performance	X		X			X	X	
(02)	X	Name the different kinds of separation used in aviation. Source:	X		X			X	X	

		ICAO Doc 4444, Chapter 5; ICAO Annex 11, Chapter 3, 3.5.2							
(03)		State the difference between the type of separation provided within the various classes of airspace and the various types of flight. Source: ICAO Doc 4444, Chapter 5, 5.2 Provisions for the separation of controlled traffic	X		X			X	X
(04)		State who is responsible for the avoidance of collision with other aircraft when operating in VMC. Source: ICAO Doc 4444, Chapter 5, 5.9 Clearances to fly maintaining own separation while in VMC	X		X			X	X
(05)		Describe how vertical separation is obtained. Source: ICAO Doc 4444, Chapter 5, 5.3.1 Vertical separation application	X		X			X	X
(06)		State the required vertical separation minimum. Source: ICAO Doc 4444, Chapter 5, 5.3.2 Vertical separation minimum	X		X			X	X
(07)		Describe how the cruising levels of aircraft flying to the same destination and in the expected approach sequence are correlated with each other. Source: ICAO Doc 4444, Chapter 5, 5.3.3 Assignment of cruising levels for controlled flights	X		X			X	X
(08)		Name the conditions that must be adhered to when two aircraft are cleared to maintain a specified vertical separation between them during climb or descent. Source: ICAO Doc 4444, Chapter 5, 5.3.4 Vertical separation during climb or descent	X		X			X	X
(09)		State the two main methods for horizontal separation. Source: ICAO Doc 4444, Chapter 5	X		X			X	X

(10)		Describe how lateral separation of aircraft at the same level may be obtained. Source: ICAO Doc 4444, Chapter 5, 5.4.1 Lateral separation, 5.4.1.1.2	X		X			X	X	
(11)		Explain the term 'geographical separation'. Source: ICAO Doc 4444, Chapter 5, 5.4.1 Lateral separation	X		X			X	X	
(12)		Describe track separation between aircraft using the same navigation aid or method. Source: ICAO Doc 4444, Chapter 5, 5.4.1.2 Lateral separation criteria and minima, 5.4.1.2.1.2	X		X			X	X	
(13)		Describe the three basic means for the establishment of longitudinal separation. Source: ICAO Doc 4444, Chapter 5, 5.4.2	X		X			X	X	
(14)		State the minimum standard horizontal radar separation in NM. Source: ICAO Doc 4444, Chapter 5	X		X			X	X	
(15)		Describe the method of the Mach number technique. Source: ICAO Doc 4444, Chapter 5, 5.4.2.4 Longitudinal separation minima with mach number technique based on time	X	X						
010 07 02 13		Separation in the vicinity of aerodromes (ADs)								
(01)		Describe the expression 'essential local traffic'. Source: ICAO Doc 4444, Chapter 6, 6.2 Essential local traffic	X	X	X	X	X	X		
(02)		State which possible decision the PIC may choose to take if they are asked to accept take-off in a direction which is not 'into the wind'. Source: ICAO Doc 4444, Chapter 6, 6.3.3 Departure sequence	X	X	X	X	X	X		

(03)	State the condition to enable ATC to initiate a visual approach for an IFR flight. Source: ICAO Doc 4444, Chapter 6, 6.5.3 Visual approach, 6.5.3.1	X	X	X	X	X	X	X	
(04)	State whether or not separation shall be provided by ATC between an aircraft executing a visual approach and other arriving or departing aircraft. Source: ICAO Doc 4444, Chapter 6, 6.5.3 Visual approach, 6.5.3.4	X	X	X	X	X	X	X	
(05)	State in which case, when the flight crew are not familiar with the instrument approach procedure being carried out, only the final approach track has to be given to them by ATC. Source: ICAO Doc 4444, Chapter 6, 6.5.4 Instrument approach	X	X	X	X	X	X	X	
(06)	Describe which FL should be assigned to an aircraft first arriving over a holding fix for landing. Source: ICAO Doc 4444, Chapter 6, 6.5.5 Holding	X	X	X	X	X	X	X	
(07)	State which kinds of priority can be applied to aircraft for a landing. Source: ICAO Doc 4444, Chapter 6, 6.5.6 Approach sequence, 6.5.6.1 General	X	X	X	X	X	X	X	
(08)	Describe the situation when a pilot of an aircraft in an approach sequence indicates their intention to hold for weather improvements. Source: ICAO Doc 4444, Chapter 6, 6.5.6 Approach sequence, 6.5.6.1 General	X	X	X	X	X	X	X	
(09)	Explain the term 'expected approach time' and the procedures for its use. Source: ICAO Doc 4444, Chapter 6, 6.5.7 Expected approach	X	X	X	X	X	X	X	

		separation minima may be allowed. Source: ICAO Doc 4444, Chapter 6, 6.1 Reduction in separation minima in the vicinity of aerodromes								
010 07 02 15		Arriving and departing aircraft								
(01)		List the elements of information which shall be transmitted to an aircraft as early as practicable if an approach for landing is intended. Source: ICAO Doc 4444, Chapter 6, 6.6 Information for arriving aircraft	X	X	X	X	X	X	X	
(02)		List the elements of information to be transmitted to an aircraft at the commencement of final approach. Source: ICAO Doc 4444, Chapter 6, 6.6 Information for arriving aircraft	X	X	X	X	X	X	X	
(03)		List the elements of information to be transmitted to an aircraft during final approach. Source: ICAO Doc 4444, Chapter 6, 6.6 Information for arriving aircraft	X	X	X	X	X	X	X	
(04)		State the prerequisites for operating on parallel or near-parallel RWYs including the different combinations of parallel arrivals or departures. Source: ICAO Doc 4444, Chapter 6, 6.7 Operations on parallel or near-parallel runways	X	X	X	X	X	X		
(05)		State the sequence of priority between aircraft landing (or in the final stage of an approach to land) and aircraft intending to depart. Source: ICAO Doc 4444, Chapter 7, 7.8 Order of priority for arriving and departing aircraft	X	X	X	X	X	X	X	
(06)		State the significant changes in the meteorological conditions in the take-off or climb-out area that shall be transmitted	X	X	X	X	X	X	X	

		without delay to a departing aircraft. Source: ICAO Doc 4444, Chapter 6, 6.4.1 Meteorological conditions								
(07)		State the significant changes that shall be transmitted as early as practicably possible to an arriving aircraft, particularly changes in the meteorological conditions. Source: ICAO Doc 4444, Chapter 6, 6.6 Information for arriving aircraft	X	X	X	X	X	X	X	
010 07 02 16		Procedures for aerodrome (AD) control service								
(01)		Name the operational failure or irregularity of AD equipment which shall be reported by the TWR immediately. Source: ICAO Doc 4444, Chapter 7, 7.1.3 Failure or irregularity of aids and equipment	X	X	X	X	X	X	X	
(02)		Explain that, after a given period of time, the TWR shall report to the area control centre (ACC) or flight information centre (FIC) if an aircraft does not land as expected. Source: ICAO Doc 4444, Chapter 7, 7.1.2 Alerting service provided by aerodrome control towers	X	X	X	X	X	X	X	
(03)		Describe the procedures to be observed by the TWR whenever VFR operations are suspended. Source: ICAO Doc 4444, Chapter 7, 7.13 Suspension of visual flight rules operations	X	X	X	X	X	X	X	
(04)		Explain the term 'RWY-in-use' and its selection. Source: ICAO Doc 4444, Chapter 7, 7.2 Selection of runway-in-use	X	X	X	X	X	X		
(05)		List the information the TWR should give to an aircraft prior to: — taxiing for take-off;	X	X	X	X	X	X		

(06)	State the aims of radar vectoring as shown in ICAO Doc 4444. Source: ICAO Doc 4444, Chapter 8, 8.6.5 Vectoring	X	X	X	X	X	X	X	
(07)	Describe how radar vectoring shall be achieved. Source: ICAO Doc 4444, Chapter 8, 8.6.5 Vectoring	X	X	X	X	X	X	X	
(08)	Describe the information which shall be given to an aircraft when radar vectoring is terminated and the pilot is instructed to resume own navigation. Source: ICAO Doc 4444, Chapter 8, 8.6.5 Vectoring	X	X	X	X	X	X	X	
(09)	Explain the procedures for the conduct of surveillance radar approaches (SRAs). Source: ICAO Doc 4444, Chapter 8, 8.9.7.1 Surveillance radar approach	X	X	X	X	X	X	X	
(10)	Describe what kind of action (concerning the transponder) the pilot is expected to perform in case of emergency if they have previously been directed by ATC to operate the transponder on a specific code. Source: ICAO Doc 4444, Chapter 8, 8.8.1 Emergencies	X	X	X	X	X	X	X	
010 07 02 18	Air traffic advisory service								
(01)	Describe the objective and basic principles of the air traffic advisory service. Source: ICAO Doc 4444, Chapter 9, 9.1.4.1 Objective and basic principles	X	X	X	X	X	X		
(02)	State to which aircraft air traffic advisory service may be provided. Source: ICAO Doc 4444, Chapter 9, 9.1.4.1 Objective and basic principles	X	X	X	X	X	X		
(03)	Explain the difference between advisory information and clearances, stating which ATS units are responsible for their	X	X	X	X	X	X		

		'unidentified aircraft'. Source: ICAO Doc 4444, Chapter 15, 15.5.1 Strayed or unidentified aircraft								
(07)		Explain the reasons for fuel-dumping and state the minimum level. Source: ICAO Doc 4444, Chapter 15, 15.5.3 Fuel dumping	X	X	X	X	X	X		
(08)		Explain the possible request of ATC to an aircraft to change its radio-telephone (RTF) call sign.	X	X	X	X	X	X		
010 07 02 20		Miscellaneous procedures								
(01)		Explain the meaning of 'AIRPROX'. Source: ICAO Doc 4444, Chapter 1 Definitions; ICAO Doc 4444, Chapter 16, 16.3 Air traffic incident report	X	X	X	X	X	X		
(02)		Describe the task of an air traffic incident report. Source: ICAO Doc 4444, Chapter 16, 16.3 Air traffic incident report	X	X	X	X	X	X		
010 08 00 00		AERONAUTICAL INFORMATION SERVICE (AIS)								
010 08 01 00		Introduction								
010 08 01 01		Introduction to ICAO Annex 15 — Aeronautical Information Service (AIS)								
(01)		State, in general terms, the objective of an AIS. Source: ICAO Annex 15, Chapter 1, Note 1	X	X	X	X	X	X		
010 08 02 00		Definitions of ICAO Annex 15								
010 08 02 01		Definitions of ICAO Annex 15								
(01)		Recall the following definitions:	X	X	X	X	X	X	X	

	<p>aeronautical information circular (AIC), aeronautical information publication (AIP), AIP amendment, AIP supplement, aeronautical information regulation and control (AIRAC), danger area, integrated aeronautical information package, international airport, international NOTAM office (NOF), manoeuvring area, movement area, NOTAM, pre-flight information bulletin (PIB), prohibited area, restricted area, SNOWTAM, ASHTAM.</p> <p>Source: ICAO Annex 15, Chapter 1, 1.1 Definitions</p>								
010 08 03 00	General								
010 08 03 01	General — AIS responsibilities and functions								
(01)	<p>State during which period of time an AIS shall be available with reference to an aircraft flying in the area of responsibility of an AIS, provided a 24-hour service is not available.</p> <p>Source: ICAO Annex 15, Chapter 2, 2.2 AIS responsibilities and functions</p>	X	X	X	X	X	X		
(02)	<p>List, in general, the kind of aeronautical information/data which an AIS service shall make available in a suitable form to flight crew.</p> <p>Source: ICAO Annex 15, Chapter 2, 2.2 AIS responsibilities and functions</p>	X	X	X	X	X	X		
(03)	<p>Summarise the duties of an AIS concerning aeronautical information data for the territory of a particular State.</p> <p>Source: ICAO Annex 15, Chapter 2, 2.2 AIS responsibilities and functions; ICAO Annex 15, Chapter 2, 2.3 Exchange of aeronautical data and aeronautical information</p>	X	X	X	X	X	X		

010 08 04 00		Integrated aeronautical information package								
010 08 04 01		Aeronautical information publication (AIP)								
(01)		State the primary purpose of the AIP. Source: ICAO Annex 15, Chapter 4, Notes 1 and 2	X	X	X	X	X	X		
(02)		Name the different parts of the AIP. Source: ICAO Annex 15, Chapter 4, 4.1 Contents	X	X	X	X	X	X		
(03)		State the main parts of the AIP where the following information can be found: <ul style="list-style-type: none"> — differences from the ICAO Standards, Recommended Practices and Procedures; — location indicators, AIS, minimum flight ALT, meteorological information for aircraft in flight (VOLMET) service, SIGMET service; — general rules and procedures (especially general rules, VFR, IFR, ALT-setting procedure, interception of civil aircraft, unlawful interference, air traffic incidents); — ATS airspace (especially FIR, UIR, TMA); — ATS routes (especially lower ATS routes, upper ATS routes, area navigation routes); — AD data including aprons, taxiways (TWYs) and check locations/positions data; — navigation warnings (especially prohibited, restricted and danger areas); — aircraft instruments, equipment and flight documents; — AD surface movement guidance and control system and markings; — RWY physical characteristics, declared distances, approach (APP) and RWY lighting; 	X	X	X	X	X	X	X	

	<ul style="list-style-type: none"> — AD radio navigation and landing aids; — charts related to an AD; — entry, transit and departure of aircraft, passengers, crew and cargo, and the significance of this information to flight crew. <p>Source: ICAO Annex 15, Appendix 1</p>								
(04)	<p>State how permanent changes to the AIP shall be published.</p> <p>Source: ICAO Annex 15, Chapter 4, 4.3 Specifications for AIP Amendments; ICAO Annex 15, Chapter 4, 4.5 Distribution</p>	X	X	X	X	X	X		
(05)	<p>Explain what kind of information shall be published in the form of AIP Supplements.</p> <p>Source: ICAO Annex 15, Chapter 4, 4.4 Specifications for AIP Supplements</p>	X	X	X	X	X	X		
010 08 04 02	Notices to airmen (NOTAMs)								
(01)	<p>Describe how information shall be published which in principle would belong to NOTAMs but includes extensive text or graphics.</p> <p>Source: ICAO Annex 15, Chapter 5, 5.1.1 and Notes 1 and 2</p>	X	X	X	X	X	X	X	
(02)	<p>Summarise the essential information which leads to the issue of a NOTAM.</p> <p>Source: ICAO Annex 15, Chapter 5, 5.1.1.1</p>	X	X	X	X	X	X	X	
(03)	<p>State to whom NOTAMs shall be distributed.</p> <p>Source: ICAO Annex 15, Chapter 5, 5.3.1</p>	X	X	X	X	X	X		
(04)	<p>Explain how information regarding snow, ice and standing water on AD pavements shall be reported.</p> <p>Source: ICAO Annex 15, Appendix 2 Instructions for the</p>	X	X	X	X	X	X	X	

		completion of the SNOWTAM format								
(05)		Describe the means by which NOTAMs shall be distributed. Source: ICAO Annex 15, 5.2 General specifications; ICAO Annex 15, 5.3 Distribution; ICAO Annex 15, Appendix 5	X	X	X	X	X	X		
(06)		Define and state which information an ASHTAM may contain. Source: ICAO Annex 15, Appendix 3 ASHTAM format	X	X	X	X	X	X		
010 08 04 03		Aeronautical information regulation and control (AIRAC)								
(01)	X	List the circumstances under which the information concerned shall or should be distributed as an AIRAC. Source: ICAO Annex 15, Chapter 6; ICAO Annex 15, Appendix 4 Information to be notified by AIRAC	X	X	X	X	X	X	X	
010 08 04 04		Aeronautical information circulars (AICs)								
(01)	X	Describe the type of information that may be published in AICs. Source: ICAO Annex 15, Chapter 7, 7.1 Origination	X	X	X	X	X	X		
(02)		Explain the organisation of AICs. Source: ICAO Annex 15, Chapter 7, 7.2 General specifications	X	X	X	X	X	X		
010 08 04 05		Pre-flight and post-flight information/data								
(01)		Summarise, in addition to the elements of the integrated AIP and maps/charts, the additional current information relating to the AD of departure that shall be provided as pre-flight	X	X	X	X	X	X		

		Operations, and Regulation (EU) No 139/2014)								
010 09 01 00		General								
010 09 01 01		General — AD reference code								
(01)		Describe the intent of the AD reference code and state the functions of the two code elements. Source: ICAO Annex 14, Volume 1, Chapter 1, 1.6 Reference Code	X	X	X	X	X	X		
010 09 02 00		Aerodrome (AD) data								
010 09 02 01		Aerodrome (AD) reference point								
(01)		Describe where the AD reference point shall be located and where it shall normally remain. Source: ICAO Annex 14, Volume 1, Chapter 2, 2.2 Aerodrome reference point	X	X	X	X	X	X	X	
010 09 02 02		Pavement strengths								
(01)		Explain the terms: ‘pavement classification number (PCN)’ and ‘aircraft classification number (ACN)’, and describe their mutual dependence. Source: ICAO Annex 14, Volume 1, Chapter 2, 2.6 Strength of pavements	X	X	X	X	X	X		
(02)		Describe how the bearing strength for an aircraft with an apron mass equal to or less than 5 700 kg shall be reported. Source: ICAO Annex 14, Volume 1, Chapter 2, 2.6 Strength of pavements	X	X	X	X	X	X		
010 09 02 03		Declared distances								
(01)		State that ICAO Annex 14 provides guidance on the calculation of declared distances (TORA, TODA, ASDA, LDA).	X	X	X	X	X	X		

(02)		Recall the definitions for the four main declared distances. Source: ICAO Annex 14, Volume 1, Chapter 1, 1.1 Definitions	X	X	X	X	X	X		
010 09 02 04		Condition of the movement area and related facilities								
(01)		State the purpose of informing AIS and ATS units about the condition of the movement area and related facilities. Source: ICAO Annex 14, Volume 1, Chapter 2, 2.9 Condition of the movement area and related facilities	X	X	X	X	X	X		
(02)		List the matters of operational significance or affecting aircraft performance which should be reported to AIS and ATS units to be transmitted to aircraft involved. Source: ICAO Annex 14, Volume 1, Chapter 2, 2.9 Condition of the movement area and related facilities	X	X	X	X	X	X		
(03)		Describe the three different types of water deposit on RWYs. Source: ICAO Annex 14, Volume 1, Chapter 2, 2.9 Condition of the movement area and related facilities	X	X	X	X	X	X		
(04)		Explain the different types of frozen water on the RWY and their impact on aircraft braking performance. Source: ICAO Annex 14, Volume 1, Chapter 2, 2.9 Condition of the movement area and related facilities	X	X	X	X	X	X		
(05)		Describe the five levels of braking action including the associated coefficients and codes. Source: ICAO Annex 14, Volume 1, Annex A, 6. Assessing the surface friction characteristics of snow-, slush-, ice- and frost-covered paved surfaces	X	X	X	X	X			
010 09 03 00		Physical characteristics								
010 09 03 01		Runways (RWYs)								

(01)		Describe where a THR should normally be located. Source: ICAO Annex 14, Volume 1, Chapter 3, 3.1.5 and 3.1.6 Location of threshold	X	X	X	X	X	X		
(02)		Describe the general considerations concerning RWYs associated with a stopway (SWY) or clearway (CWY). Source: ICAO Annex 14, Volume 1, Chapter 3, 3.1.9 Runways with stopways or clearways	X	X	X	X	X	X	X	
010 09 03 02		Runway (RWY) strips								
(01)		Explain the term 'runway strip'. Source: ICAO Annex 14, Volume 1, Chapter 3, 3.4 General, 3.4.1	X	X	X	X	X	X	X	
010 09 03 03		Runway-end safety area								
(01)		Explain the term 'runway-end safety area'. Source: ICAO Annex 14, Volume 1, Chapter 3, 3.5 Runway end safety area 3.5.1 and 3.5.2	X	X	X	X	X	X	X	
010 09 03 04		Clearway (CWY)								
(01)		Explain the term 'clearway'. Source: ICAO Annex 14, Volume 1, Chapter 3, 3.6 Clearways	X	X	X	X	X	X	X	
010 09 03 05		Stopway (SWY)								
(01)		Explain the term 'stopway'. Source: ICAO Annex 14, Volume 1, Chapter 3, 3.7 Stopways	X	X	X	X	X	X	X	
010 09 03 06		Intentionally left blank								
010 09 03 07		Taxiways (TWYs)								
(01)		Describe the reasons and the requirements for rapid-exit	X	X	X	X	X	X		

		TWYs. Source: ICAO Annex 14, Volume 1, Chapter 3, 3.9 Taxiways – Rapid-exit taxiways								
(02)		Explain TWY widening in curves. Source: ICAO Annex 14, Volume 1, Chapter 3, 3.9.5 Taxiways curves	X	X	X	X	X	X		
(03)		Explain when and where holding bays should be provided. Source: ICAO Annex 14, Volume 1, Chapter 3, 3.12	X	X	X	X	X	X		
(04)		Describe where RWY holding positions shall be established. Source: ICAO Annex 14, Volume 1, Chapter 3, 3.12	X	X	X	X	X	X	X	
(05)		Describe the term ‘road holding position’. Source: ICAO Annex 14, Volume 1, Chapter 3, 3.12	X	X	X	X	X	X		
(06)		Describe where intermediate TWY holding positions should be established. Source: ICAO Annex 14, Volume 1, Chapter 3, 3.12	X	X	X	X	X	X		
010 09 04 00		Visual aids for navigation								
010 09 04 01		Indicators and signalling devices								
(01)		Describe the wind-direction indicators with which ADs shall be equipped. Source: ICAO Annex 14, Volume 1, Chapter 5, 5.1.1 Wind direction indicator (Application, Location and Characteristics)	X	X	X	X	X	X	X	
(02)		Describe a landing-direction indicator. Source: ICAO Annex 14, Volume 1, Chapter 5, 5.1.2 Landing direction indicator	X	X	X	X	X	X		
(03)		Explain the capabilities of a signalling lamp.	X	X	X	X	X	X	X	

(04)	X	State which characteristics a signal area should have. Source: ICAO Annex 14, Volume 1, Chapter 5, 5.1.4 Signal panels and signal area, 5.1.4.1 to 5.1.4.3	X	X	X	X	X	X	X	
(05)	X	Interpret all indications and signals that may be used in a signal area. Source: Commission Implementing Regulation (EU) No 923/2012 (SERA) — Appendix 1 Signals, 3.2 Visual ground signals	X	X	X	X	X	X	X	
010 09 04 02		Markings								
(01)		Name the colours used for the various markings (RWY, TWY, aircraft stands, apron safety lines). Source: ICAO Annex 14, Volume 1, Chapter 5, 5.2 Markings	X	X	X	X	X	X	X	
(02)		State where a RWY designation marking shall be provided and describe the different layouts (excluding dimensions). Source: ICAO Annex 14, Volume 1, Chapter 5, 5.2 Markings	X	X	X	X	X	X	X	
(03)		Describe the application and general characteristics (excluding dimensions) of: — RWY-centre-line markings; — THR markings; — touchdown-zone (TDZ) markings; — RWY-side-stripe markings; — TWY-centre-line markings; — RWY holding position markings; — intermediate holding position markings; — aircraft-stand markings; — apron safety lines;	X	X	X	X	X	X	X	

	<ul style="list-style-type: none"> — road holding position markings; — mandatory instruction markings; — information markings. <p>Source: ICAO Annex 14, Volume 1, Chapter 5, 5.2 Markings</p>								
010 09 04 03	Lights								
(01)	<p>Describe the mechanical safety considerations regarding elevated approach lights and elevated RWY, SWY and TWY lights.</p> <p>Source: ICAO Annex 14, Volume 1, Chapter 5, 5.3.1.4 to 5.3.1.8 (Elevated approach lights, elevated lights and surface lights)</p>	X	X	X	X	X	X	X	
(02)	<p>List the conditions for the installation of an aerodrome beacon (ABN) and describe its general characteristics.</p> <p>Source: ICAO Annex 14, Volume 1, Chapter 5, 5.3.3 Aeronautical beacons</p>	X	X	X	X	X	X	X	
(03)	<p>Describe the different kinds of operations for which a simple approach lighting system shall be used.</p> <p>Source: ICAO Annex 14, Volume 1, Chapter 5, 5.3.4 Approach lighting systems</p>	X	X	X	X	X	X	X	
(04)	<p>Describe the basic installations of a simple approach lighting system including the dimensions and distances normally used.</p> <p>Source: ICAO Annex 14, Volume 1, Chapter 5, 5.3.4.2</p>	X	X	X	X	X	X	X	
(05)	<p>Describe the principle of a precision approach category I lighting system including information such as location and characteristics.</p> <p>Source: ICAO Annex 14, Volume 1, Chapter 5, 5.3.4.10;</p>	X	X	X	X	X	X	X	

	<ul style="list-style-type: none"> — TWY-centre-line lights; — TWY-edge lights; — stop bars; — intermediate holding position lights; — RWY guard lights; — road holding position lights. <p>Source: ICAO Annex 14, Volume 1, Chapter 5</p>								
(10)	<p>State the timescale within which aeronautical ground lights shall be made available to arriving aircraft.</p> <p>Source: ICAO Doc 4444, Section 7.15 Aeronautical ground lights</p>	X	X	X	X	X	X	X	
010 09 04 04	Signs								
(01)	<p>Explain which signs are the only ones on the movement area utilising red.</p> <p>Source: ICAO Annex 14, Volume 1, Chapter 5.4 Signs</p>	X	X	X	X	X	X	X	
(02)	<p>List the provisions for illuminating signs.</p> <p>Source: ICAO Annex 14, Volume 1, Chapter 5.4 Signs</p>	X	X	X	X	X	X	X	
(03)	<p>Name the kinds of signs which shall be included in mandatory instruction signs.</p> <p>Source: ICAO Annex 14, Volume 1, Chapter 5.4 Signs</p>	X	X	X	X	X	X	X	
(04)	<p>Name the colours used for mandatory instruction signs.</p> <p>Source: ICAO Annex 14, Volume 1, Chapter 5.4 Signs</p>	X	X	X	X	X	X	X	
(05)	<p>Describe by which sign a pattern 'A' RWY holding position (i.e. at an intersection of a TWY and a non-instrument, non-precision approach or take-off RWY) marking shall be supplemented.</p> <p>Source: ICAO Annex 14, Volume 1, Chapter 5.4 Signs</p>	X	X	X	X	X	X	X	

(06)	Describe by which sign a pattern 'B' RWY holding position (i.e. at an intersection of a TWY and a precision approach RWY) marking shall be supplemented. Source: ICAO Annex 14, Volume 1, Chapter 5.4 Signs	X	X	X	X	X	X	X	
(07)	Describe the location of: — a RWY designation sign at a TWY/RWY intersection; — a 'NO ENTRY' sign; — a RWY holding position sign. Source: ICAO Annex 14, Volume 1, Chapter 5.4 Signs	X	X	X	X	X	X	X	
(08)	State which sign indicates that a taxiing aircraft is about to infringe an obstacle limitation surface or interfere with the operation of radio navigation aids (e.g. ILS/MLS critical/sensitive area). Source: ICAO Annex 14, Volume 1, Chapter 5.4 Signs	X	X	X	X	X	X	X	
(09)	Describe the various possible inscriptions on RWY designation signs and on holding position signs. Source: ICAO Annex 14, Volume 1, Chapter 5.4 Signs	X	X	X	X	X	X	X	
(10)	Describe the colours used in connection with information signs. Source: ICAO Annex 14, Volume 1, Chapter 5.4 Signs	X	X	X	X	X	X	X	
(11)	Describe the possible inscriptions on information signs. Source: ICAO Annex 14, Volume 1, Chapter 5.4 Signs	X	X	X	X	X	X	X	
(12)	Explain the application, location and characteristics of aircraft stand identification signs. Source: ICAO Annex 14, Volume 1, Chapter 5.4 Signs	X	X	X	X	X	X	X	
(13)	Explain the application, location and characteristics of road holding position signs. Source: ICAO Annex 14, Volume 1, Chapter 5.4 Signs	X	X	X	X	X	X	X	

010 09 04 05		Markers								
(01)		Explain why markers located near a RWY or TWY shall be HGT limited. Source: ICAO Annex 14, Volume 1, Chapter 5.5 Markers	X	X	X	X	X	X	X	
(02)		Explain the application and characteristics (excluding dimensions) of: — unpaved RWY-edge markers; — TWY-edge markers; — TWY-centre-line markers; — unpaved TWY-edge markers; — boundary markers; — SWY-edge markers. Source: ICAO Annex 14, Volume 1, Chapter 5.5 Markers	X	X	X	X	X	X	X	
010 09 05 00		Visual aids for denoting obstacles								
010 09 05 01		Marking of objects								
(01)		State how fixed or mobile objects shall be marked if colouring is not practicable. Source: ICAO Annex 14, Volume 1, Chapter 6, 6.2.3.1 Marking	X	X	X	X	X	X		
(02)		Describe marking by colours (fixed or mobile objects). Source: ICAO Annex 14, Volume 1, Chapter 6, 6.2.2 Mobile objects: 6.2.2.1, 6.2.2.2; 6.2.2.3; 6.2.2.4; ICAO Annex 14, Volume 1, Chapter 6, 6.2.3 Fixed objects: 6.2.3.1; 6.2.3.2; 6.2.3.3	X	X	X	X	X	X		
(03)		Explain the use of markers for the marking of objects, overhead wires, cables, etc.	X	X	X	X	X	X		

		Source: ICAO Annex 14, Volume 1, Chapter 6, 6.2.5 Overhead wires, cables, etc., and supporting towers								
(04)		Explain the use of flags for the marking of objects. Source: ICAO Annex 14, Volume 1, Chapter 6, 6.2.3 Fixed objects: 6.2.3.5; 6.2.3.6; 6.2.3.7	X	X	X	X	X	X		
010 09 05 02		Lighting of objects								
(01)		Name the different types of lights to indicate the presence of objects which must be lighted. Source: ICAO Annex 14, Volume 1, Chapter 6, 6.2 Marking and/or lighting of objects: 6.2.1.1	X	X	X	X	X	X		
(02)		Describe (in general terms) the location of obstacle lights. Source: ICAO Annex 14, Volume 1, Chapter 6, 6.2 Marking and/or lighting of objects: 6.2.1.3	X	X	X	X	X	X		
(03)		Describe (in general and for normal circumstances) the colour and sequence of low-intensity obstacle lights, medium-intensity obstacle lights and high-intensity obstacle lights. Source: ICAO Annex 14, Volume 1, Chapter 6: Table 6-1. Characteristics of obstacle lights	X	X	X	X	X	X		
(04)		State that information about lights to be displayed by aircraft is provided in both ICAO Annex 2 (Rules of the Air) and SERA.	X	X	X	X	X	X		
010 09 06 00		Visual aids for denoting restricted use of areas								
010 09 06 01		Visual aids for denoting restricted use of areas on RWYs and TWYs								
(01)		Describe the colours and meaning of ‘closed markings’ on RWYs and TWYs. Source: ICAO Annex 14, Volume 1, Chapter 7, 7.1 Closed runways and taxiways, or parts thereof	X	X	X	X	X	X		

(02)	State how the pilot of an aircraft moving on the surface of a TWY, holding bay or apron shall be warned that the shoulders of these surfaces are 'non-load-bearing'. Source: ICAO Annex 14, Volume 1, Chapter 7, 7.2 Non-load-bearing surfaces	X	X	X	X	X	X		
(03)	Describe the pre-THR marking (including colours) when the surface before the THR is not suitable for normal use by aircraft. Source: ICAO Annex 14, Volume 1, Chapter 7, 7.3 Pre-threshold area	X	X	X	X	X	X		
010 09 07 00	Aerodrome (AD) operational services, equipment and installations								
010 09 07 01	Rescue and firefighting (RFF)								
(01)	State the principal objective of RFF services. Source: ICAO Annex 14, Volume 1, Chapter 9, 9.2 Rescue and firefighting	X	X	X	X	X	X		
(02)	Explain the basic information the AD category (for RFF) depends upon. Source: ICAO Annex 14, Volume 1, Chapter 9, 9.2 Rescue and firefighting	X	X	X	X	X	X		
(03)	Describe what is meant by the term 'response time', and state its normal and maximum limits. Source: ICAO Annex 14, Volume 1, Chapter 9, 9.2 Rescue and firefighting	X	X	X	X	X	X		
010 09 07 02	Apron management service								
(01)	State who has a right-of-way against vehicles operating on an apron. Source: ICAO Annex 14, Volume 1, Chapter 9,	X	X	X	X	X	X		

		9.5 Apron management service								
010 09 07 03		Ground-servicing of aircraft								
(01)		Describe the necessary actions during the ground-servicing of an aircraft with regard to the possible event of a fuel fire. Source: ICAO Annex 14, Volume 1, Chapter 9, 9.6 Ground servicing of aircraft	X	X	X	X	X	X		
010 09 08 00		Attachment A to ICAO Annex 14, Volume 1 — Supplementary Guidance Material								
010 09 08 01		Declared distances								
(01)		List the four types of ‘declared distances’ on a RWY and also the appropriate abbreviations. Source: ICAO Annex 14, Volume 1, Attachment A, 3. Calculation of declared distances: 3.1	X	X	X	X	X	X		
(02)		Explain the circumstances which lead to the situation that the four declared distances on a RWY are equal to the length of the RWY. Source: ICAO Annex 14, Volume 1, Attachment A, 3. Calculation of declared distances: 3.2	X	X	X	X	X	X		
(03)		Describe the influence of a CWY, SWY or displaced THR upon the four ‘declared distances’. Source: ICAO Annex 14, Volume 1, Attachment A, 3. Calculation of declared distances: 3.3; 3.4; 3.5	X	X	X	X	X	X		
010 09 08 02		Intentionally left blank								
010 09 08 03		Approach lighting systems								
(01)		Name the two main groups of approach lighting systems. Source: ICAO Annex 14, Volume 1, Attachment A,	X	X	X	X	X	X	X	

		12.1 Types and characteristics								
(02)		Describe the two different versions of a simple approach lighting system.	X	X	X	X	X	X	X	
(03)		Describe the two different basic versions of precision approach lighting systems for CAT I.	X	X	X	X	X	X	X	
(04)		Describe the diagram of the inner 300 m of the precision approach lighting system in the case of CAT II and III.	X							
(05)		Describe how the arrangement of an approach lighting system and the location of the appropriate THR are interrelated.	X	X	X	X	X	X	X	
010 10 00 00		FACILITATION (ICAO Annex 9)								
010 10 01 00		<i>Intentionally left blank</i>								
010 10 02 00		Entry and departure of aircraft								
010 10 02 01		General declaration								
(01)		Describe the purpose and use of aircraft documents as regards a 'general declaration'. Source: ICAO Annex 9, Chapter 2 Entry and departure of aircraft, Section B Documents — requirements and use and Section D Disinsection of aircraft	X	X	X	X	X			
010 10 02 02		Entry and departure of crew								
(01)		Explain entry requirements for crew. Source: ICAO Annex 9, Chapter 3, K. Entry procedures and responsibilities; N. Identification and entry of crew and other aircraft operators' personnel	X	X	X	X	X			
(02)		Explain the reasons for the use of crew member certificates (CMC) for crew members engaged in international air	X	X	X	X	X			

	transport. Source: ICAO Annex 9, Chapter 3, N. Identification and entry of crew and other aircraft operators' personnel								
(03)	Explain in which cases Contracting States should accept the CMC as an identity document instead of a passport or visa. Source: ICAO Annex 9, Chapter 3, N. Identification and entry of crew and other aircraft operators' personnel	X	X	X	X	X			
010 10 02 03	Entry and departure of passengers and baggage								
(01)	Explain the entry requirements for passengers and their baggage. Source: ICAO Annex 9, Chapter 3 Entry and departure of persons and their baggage: A. General; B. Documents required for travel; F. Entry/re-entry visas; P. Emergency assistance/entry visas in cases of force majeure	X	X	X	X	X			
(02)	Explain the requirements and documentation for unaccompanied baggage. Source: ICAO Annex 9, Chapter 3, M. Disposition of baggage separated from its owner; ICAO Annex 9, Chapter 4, C. Release and clearance of export and import cargo	X	X	X	X	X			
(03)	Identify the documentation required for the departure and entry of passengers and their baggage. Source: ICAO Annex 9, Chapter 3. Entry and departure of persons and their baggage	X	X	X	X	X			
(04)	Explain the arrangements in the event of a passenger being declared an inadmissible person.	X	X	X	X	X			

		Source: ICAO Annex 9, Chapter 5, INADMISSIBLE PERSONS AND DEPORTEES: A. General; B. Inadmissible persons								
(05)		Describe the pilot’s authority towards unruly passengers. Source: ICAO Annex 9, Chapter 6, E. Unruly passengers	X	X	X	X	X			
010 10 02 04		Entry and departure of cargo								
(01)		Explain the entry requirements for cargo.	X	X	X	X	X			
010 11 00 00		SEARCH AND RESCUE (SAR)								
010 11 01 00		Essential SAR definitions								
010 11 01 01		Essential SAR definitions — ICAO Annex 12								
(01)		Recall the definitions of the following terms: alert phase, distress phase, emergency phase, operator, PIC, rescue coordination centre, State of Registry, uncertainty phase. Source: ICAO Annex 12, Chapter 1 Definitions	X	X	X	X	X			
010 11 02 00		SAR — Organisation								
010 11 02 01		SAR — Organisation — Establishment and provision								
(01)		Describe how ICAO Contracting States shall arrange for the establishment and prompt provision of SAR services. Source: ICAO Annex 12, Chapter 2	X	X	X	X	X			
(02)		Explain the establishment of SAR by Contracting States. Source: ICAO Annex 12, Chapter 2	X	X	X	X	X			
(03)		Describe the areas within which SAR services shall be established by Contracting States. Source: ICAO Annex 12, Chapter 2	X	X	X	X	X			

(04)	State the period of time per day within which SAR services shall be available. Source: ICAO Annex 12, Chapter 2	X	X	X	X	X			
(05)	Describe for which areas rescue coordination centres shall be established. Source: ICAO Annex 12, Chapter 2	X	X	X	X	X			
010 11 03 00	Operating procedures for non-SAR crews								
010 11 03 01	Operating procedures for non-SAR crews — PIC								
(01)	Explain the SAR operating procedures for the PIC who arrives first at the scene of an accident. Source: ICAO Annex 12, Chapter 5, 5.6 Procedures at the scene of an accident	X	X	X	X	X			
(02)	Explain the SAR operating procedures for the PIC intercepting a distress transmission. Source: ICAO Annex 12, Chapter 5, 5.7 Procedures for a pilot-in-command intercepting a distress transmission	X	X	X	X	X			
010 11 04 00	Search and rescue signals								
010 11 04 01	Search and rescue signals — Survivors								
(01)	Explain the ‘ground–air visual signal code’ for use by survivors. Source: ICAO Annex 12, Chapter 5.8 Search and rescue signals and Appendix	X	X	X	X	X			
(02)	Recognise the SAR ‘air-to-ground signals’ for use by survivors. Source: ICAO Annex 12, Chapter 5.8 Search and rescue signals and Appendix	X	X	X	X	X			
010 12 00 00	SECURITY — Safeguarding International Civil Aviation against Acts of Unlawful Interference (ICAO Annex 17)								

010 12 01 00		Essential definitions of ICAO Annex 17								
010 12 01 01		Essential definitions of ICAO Annex 17								
(01)		Recall the definitions of the following terms: airside, aircraft security check, screening, security, security control, security-restricted area, unidentified baggage. Source: ICAO Annex 17, Chapter 1 Definitions	X	X	X	X	X			
010 12 02 00		General principles								
010 12 02 01		General principles — Objectives of security								
(01)		State the objectives of security. Source: ICAO Annex 17, Chapter 2, 2.1 Objectives	X	X	X	X	X			
010 12 03 00		Intentionally left blank								
010 12 04 00		Preventive security measures								
010 12 04 01		Preventive security measures								
(01)		Describe the objects not allowed (for reasons of aviation security) on board an aircraft that is engaged in international civil aviation. Source: ICAO Annex 17, Chapter 4, 4.1 Objective	X	X	X	X	X			
(02)		State what each Contracting State is supposed to do if passengers subjected to security control have mixed after a security screening point. Source: ICAO Annex 17, Chapter 4, 4.4 Measures relating to passengers and their cabin baggage	X	X	X	X	X			
(03)		Explain what has to be done when passengers who are obliged to travel because of judicial or administrative proceedings are supposed to board an aircraft. Source: ICAO Annex 17, Chapter 4, 4.7 Measures relating to	X	X	X	X	X			

		special categories of passengers								
(04)		Explain what has to be considered if law enforcement officers carry weapons on board. Source: ICAO Annex 17, Chapter 4, 4.7 Measures relating to special categories of passengers	X	X	X	X	X			
010 12 05 00		Management of response to acts of unlawful interference								
010 12 05 01		Management of response to acts of unlawful interference								
(01)		Describe the assistance each Contracting State shall provide to an aircraft subjected to an act of unlawful seizure. Source: ICAO Annex 17, Chapter 5, 5.2 Response	X	X	X	X	X			
(02)		State the circumstances which could prevent a Contracting State from detaining an aircraft on the ground after being subjected to an act of unlawful seizure. Source: ICAO Annex 17, Chapter 5, 5.2 Response	X	X	X	X	X			
010 12 06 00		Operators' security programme								
010 12 06 01		Operators' security programme — Principles								
(01)		Describe the principles of the written operator's security programme each Contracting State requires from operators. Source: ICAO Annex 17, Chapter 3, 3.3 Aircraft operators	X	X	X	X	X			
010 12 07 00		Security procedures in other documents, i.e. ICAO Annexes 2, 6 and 14, ICAO Doc 4444, Regulation (EU) No 965/2012 and CS-ADR-DSN								
010 12 07 01		ICAO Annex 2 — Rules of the Air, including Attachment B — Unlawful interference								
(01)		Describe what the PIC should do, in a situation of unlawful interference, unless considerations aboard the aircraft dictate otherwise.	X	X	X	X	X			

		Source: ICAO Annex 2, Chapter 3, 3.7 Unlawful interference								
(02)		Describe what the PIC, of an aircraft subjected to unlawful interference, should do if: — the aircraft must depart from its assigned track; — the aircraft must depart from its assigned cruising level; — the aircraft is unable to notify an ATS unit of the unlawful interference. Source: ICAO Annex 2, Attachment B ‘Unlawful interference’	X	X	X	X	X			
(03)		Describe what the PIC should attempt to do with regard to broadcast warnings and the level at which to proceed, in a situation of unlawful interference, if no applicable regional procedures for in-flight contingencies have been established. Source: ICAO Annex 2, Attachment B ‘Unlawful interference’	X	X	X	X	X			
010 12 07 02		ICAO Annex 6 — Operation of Aircraft Chapter 13 — Security								
(01)		Describe the special considerations referring to flight crew compartment doors with regard to aviation security. Source: ICAO Annex 6, Chapter 13, 13.2 Security of the flight crew compartment	X	X	X	X	X			
010 12 07 03		ICAO Annex 14 Volume I — Aerodromes Chapter 3 — Physical characteristics								
(01)		Describe what minimum distance an isolated aircraft parking position (after the aircraft has been subjected to unlawful interference) should have from other parking positions, buildings or public areas. Source: ICAO Annex 14 Volume I, Chapter 3, 3.14 Isolated aircraft parking position	X	X	X	X	X			

010 12 07 04		ICAO Doc 4444 — Air Traffic Management								
(01)		Describe the considerations that must take place with regard to a taxi clearance in case an aircraft is known or believed to have been subjected to unlawful interference. Source: ICAO Doc 4444, Chapter 15, 15.1.3 Unlawful interference and aircraft bomb threat	X	X	X	X	X			
010 13 00 00		AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION								
010 13 01 00		Essential definitions of ICAO Annex 13								
010 13 01 01		Definitions and descriptions								
(01)		Recall the definitions of the following terms: accident, aircraft, flight recorder, incident, investigation, maximum mass, operator, serious incident, serious injury, State of Design, State of Manufacture, State of Occurrence, State of the Operator, State of Registry. Source: ICAO Annex 13, Chapter 1 Definitions	X	X	X	X	X			
(02)		Explain the difference between ‘serious incident’ and ‘accident’. Source: ICAO Annex 13, Chapter 1 Definitions and Attachment C ‘List of examples of serious incidents’	X	X	X	X	X			
(03)		Determine whether a certain occurrence has to be defined as a serious incident or as an accident. Source: ICAO Annex 13, Chapter 1 Definitions and Attachment C ‘List of examples of serious incidents’	X	X	X	X	X			
(04)		Recognise the description of an accident or incident. Source: ICAO Annex 13, Chapter 1 Definitions	X	X	X	X	X			
010 13 02 00		Accident and incident investigation in ICAO Annex 13								

010 13 02 01		Objectives and procedures								
(01)		State the objective(s) of the investigation of an accident or incident according to ICAO Annex 13. Source: ICAO Annex 13, Chapter 3, 3.1 Objective of the investigation	X	X	X	X	X			
(02)		Describe the general procedures for the investigation of an accident or incident according to ICAO Annex 13. Source: ICAO Annex 13, Chapter 4, 4.1; ICAO Annex 13, Chapter 5, 5.1 to 5.4.1	X	X	X	X	X			
010 13 03 00		Accident and incident investigation in EU regulations								
010 13 03 01		Occurrences								
(01)		Identify an occurrence as being either an accident, incident or serious incident in Regulation (EU) No 996/2010 of the European Parliament and of the Council of 20 October 2010 on the investigation and prevention of accidents and incidents in civil aviation. Source: Regulation (EU) No 996/2010, Article 2(1), (7) and (16) and Annex ‘List of examples of serious incidents’	X	X	X	X	X			
(02)		Describe the relationship between Regulation (EU) No 996/2010 of the European Parliament and of the Council of 20 October 2010 on the investigation and prevention of accidents and incidents in civil aviation and Regulation (EU) No 376/2014 of the European Parliament and of the Council of 3 April 2014 on the reporting, analysis and follow-up of occurrences in civil aviation. Source: Regulation (EU) No 376/2014, p. L122/18 (3) and	X	X	X	X	X			

		p. L122/21 (28); Regulation (EU) No 996/2010								
(03)		State the subject matter and scope of Regulation (EU) No 376/2014 (Article 3). Source: Regulation (EU) No 376/2014, Article 3	X	X	X	X	X			
(04)		Identify occurrences that must be reported (Regulation (EU) No 376/2014, Article 4). Source: Regulation (EU) No 376/2014, Article 4	X	X	X	X	X			
(05)		Identify occurrences that should be voluntarily reported (Regulation (EU) No 376/2014, Article 5). Source: Regulation (EU) No 376/2014, Article 5	X	X	X	X	X			
(06)		Describe how information from occurrences is collected, stored and analysed (Regulation (EU) No 376/2014, Articles 6, 8, 13 and 14). Source: Regulation (EU) No 376/2014, Articles 6, 8, 13 and 14	X	X	X	X	X			

Appendix to Annex I to ED Decision 2018/001/R

**'Acceptable Means of Compliance (AMCs) and Guidance Material (GM) to Part-FCL
Amendment 4'**

Appendix

**'SUBJECT 021 — AIRCRAFT GENERAL KNOWLEDGE — AIRFRAME,
SYSTEMS AND POWER PLANT'**

to

AMC1 FCL.310; FCL.515(b); FCL.615(b)

'Theoretical knowledge examinations'

SUBJECT 021 — AIRCRAFT GENERAL KNOWLEDGE — AIRFRAME, SYSTEMS AND POWER PLANT

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
020 00 00 00		AIRCRAFT GENERAL KNOWLEDGE								
021 00 00 00		AIRCRAFT GENERAL KNOWLEDGE — AIRFRAME, SYSTEMS AND POWER PLANT								
021 01 00 00		SYSTEM DESIGN, LOADS, STRESSES, MAINTENANCE								
021 01 01 00		System design								
021 01 01 01		<i>Design concepts</i>								
(01)	X	Describe the following structural design philosophy: — safe life; — fail-safe (multiple load paths); — damage-tolerant.	X	X	X	X	X			
(02)		Explain the purpose of redundancy in aircraft design.	X	X	X	X	X			
021 01 01 02		<i>Level of certification</i>								
(01)	X	Explain why some systems are duplicated or triplicated.	X	X	X	X	X			
(02)	X	Explain that all aircraft are certified according to specifications determined by the competent authority, and that these certification specifications cover aspects such as design, material quality and build quality.	X	X	X	X	X			
(03)	X	State that the certification specifications for aeroplanes issued by EASA are: — CS-23 for Normal, Utility, Aerobatic and Commuter Aeroplanes;	X	X						

SUBJECT 021 — AIRCRAFT GENERAL KNOWLEDGE — AIRFRAME, SYSTEMS AND POWER PLANT

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		— CS-25 for Large Aeroplanes.								
(04)	X	State that the certification specifications for rotorcraft issued by EASA are: — CS-27 for Small Rotorcraft; — CS-29 for Large Rotorcraft.			X	X	X			
021 01 02 00		Loads and stresses								
021 01 02 01		<i>Stress, strain and loads</i>								
(01)		Explain how stress and strain are always present in an aircraft structure both when parked and during manoeuvring. <i>Remark: Stress is the internal force per unit area inside a structural part as a result of external loads. Strain is the deformation caused by the action of stress on a material.</i>	X	X	X	X	X			
(02)		Describe the following types of loads that an aircraft may be subjected to, when they occur, and how a pilot may affect their magnitude: — static loads; — dynamic loads; — cyclic loads.	X	X	X	X	X			
(03)		Describe the areas typically prone to stress that should be given particular attention during a pre-flight inspection, and highlight the limited visual cues of any deformation that may be evident.	X	X	X	X	X			
021 01 03 00		Fatigue and corrosion								
021 01 03 01		<i>Describe and explain fatigue and corrosion</i>								
(01)		Describe the effects of corrosion and how it can be visually identified by a pilot during the pre-flight inspection.	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(01)		Describe the following attachment methods used for aircraft parts and components: — riveting; — welding; — bolting; — pinning; — adhesives (bonding); — screwing.	X	X	X	X	X			
(02)		Explain how the development of a faulty attachment between aircraft parts or components can be detected by a pilot during the pre-flight inspection.	X	X	X	X	X			
021 02 02 00		Materials								
021 02 02 01		Composite and other materials								
(01)	X	Explain the principle of a composite material, and give examples of typical non-metallic materials used on aircraft: — carbon; — glass; — Kevlar aramid; — resin or filler.	X	X	X	X	X			
(02)	X	State the advantages and disadvantages of composite materials compared with metal alloys by considering the following: — strength-to-weight ratio; — capability to tailor the strength to the direction of the load; — stiffness; — electrical conductivity (lightning); — resistance to fatigue and corrosion;	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		<ul style="list-style-type: none"> — resistance to cost; — discovering damage during a pre-flight inspection. 								
(03)		State that several types of materials are used on aircraft and that they are chosen based on type of structure or component and the required/desired material properties.	X	X	X	X	X			
021 02 03 00		Aeroplane: wings, tail surfaces and control surfaces								
021 02 03 01		Design								
(01)		Describe the following types of design and explain their advantages and disadvantages: <ul style="list-style-type: none"> — high-mounted wing; — low-mounted wing; — low- or mid-set tailplane; — T-tail. 	X	X						
021 02 03 02		Structural components								
(01)		Describe the function of the following structural components: <ul style="list-style-type: none"> — spar and its components (web and girder or cap); — rib; — stringer; — skin; — torsion box. 	X	X						
021 02 03 03		Loads, stresses and aeroelastic vibrations (flutter)								
(01)		Describe the vertical and horizontal loads on the ground and during normal flight.	X	X						
(02)		Describe the vertical and horizontal loads during asymmetric flight following an engine failure for a multi-engine aeroplane,	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		and how a pilot may potentially overstress the structure during the failure scenario.								
(03)		Explain the principle of flutter and resonance for the wing and control surfaces.	X	X						
(04)		Explain the following countermeasures used to achieve stress relief and reduce resonance: <ul style="list-style-type: none"> — chord-wise and span-wise position of masses (e.g. engines, fuel, balance masses for wing and control balance masses); — torsional stiffness; — bending flexibility; — fuel-balancing procedures during flight (automatic or applied by the pilot). 	X	X						
021 02 04 00		Fuselage, landing gear, doors, floor, windscreen and windows								
021 02 04 01		Construction, functions, loads								
(01)	X	Describe the following types of fuselage construction: <ul style="list-style-type: none"> — monocoque, — semi-monocoque. 	X	X	X	X	X			
(01)		Describe the construction and the function of the following structural components of a fuselage: <ul style="list-style-type: none"> — frames; — bulkhead; — pressure bulkhead; — stiffeners, stringers, longerons; — skin, doublers; — floor suspension (crossbeams); — floor panels; 	X	X	X	X	X			

SUBJECT 021 — AIRCRAFT GENERAL KNOWLEDGE — AIRFRAME, SYSTEMS AND POWER PLANT

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		— firewall.								
(03)		Describe the loads on the fuselage due to pressurisation.	X	X						
(04)		Describe the following loads on a main landing gear: — touch-down loads (vertical and horizontal); — taxi loads on bogie gear (turns).	X	X						
(05)		Describe the structural danger of a nose-wheel landing with respect to: — fuselage loads; — nose-wheel strut loads.	X	X						
(06)		Describe the structural danger of a tail strike with respect to: — fuselage and aft bulkhead damage (pressurisation).	X	X						
(07)		Describe the door and hatch construction for pressurised and unpressurised aeroplanes including: — door and frame (plug type); — hinge location; — locking mechanism.	X	X						
(08)	X	Explain the advantages and disadvantages of the following fuselage cross sections: — circular; — double bubble; — oval; — rectangular.	X	X						
(09)		Explain why flight-deck windows are constructed with different layers.	X	X						
(10)		Explain the function of window heating for structural purposes.	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(11)		Explain the implication of a direct-vision window (see CS 25.773(b)(3)).	X	X						
(12)		Explain the need for an eye-reference position.	X	X						
(13)		Explain the function of floor venting (blow-out panels).	X	X						
(14)		Describe the construction and fitting of sliding doors.			X	X	X			
021 02 05 00		Helicopter: structural aspects of flight controls								
021 02 05 01		Design and construction								
(01)		List the functions of flight controls.			X	X	X			
(02)		Explain why vertical and horizontal stabilisers may have different shapes and alignments.			X	X	X			
021 02 05 02		Structural components and materials								
(01)		Describe the fatigue life and methods of checking for serviceability of the components and materials of flight and control surfaces.			X	X	X			
021 02 05 03		Loads, stresses and aeroelastic vibrations								
(01)		Describe the dangers and stresses regarding safety and serviceability in flight when the manufacturer's design envelope is exceeded.			X	X	X			
(02)		Explain that blade tracking is important both to minimise vibration and to help ensure uniformity of flow through the disc.			X	X	X			
(03)		Describe the early indications and vibrations which are likely to be experienced when the main-rotor blades and tail rotor are out of balance or tracking, including the possible early indications due to possible fatigue and overload.			X	X	X			

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Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(04)		Explain how a vibration harmonic can be set up in other components which can lead to their early failure.			X	X	X			
(05)		State the three planes of vibration measurement, i.e. vertical, lateral, fore and aft.			X	X	X			
021 02 06 00		Structural limitations								
021 02 06 01		Maximum structural masses								
(01)		Define and explain the following maximum structural masses: — maximum ramp mass; — maximum take-off mass; — maximum zero fuel mass; — maximum landing mass. <i>Remark: These limitations may also be found in the relevant part of Subjects 031 'Mass and balance', 032 'Performance (aeroplane)' and 034 'Performance (helicopter)'.</i>	X	X						
(02)		Explain that airframe life is limited by fatigue, created by alternating stress and the number of load cycles.	X	X						
(03)		Explain the maximum structural masses: — maximum take-off mass.			X	X	X			
(04)		Explain that airframe life is limited by fatigue, created by load cycles.			X	X	X			
021 03 00 00		HYDRAULICS								
021 03 01 00		Hydromechanics: basic principles								
021 03 01 01		Concepts and basic principles								
(01)	X	Explain the concept and basic principles of hydromechanics	X	X	X	X	X			

SUBJECT 021 — AIRCRAFT GENERAL KNOWLEDGE — AIRFRAME, SYSTEMS AND POWER PLANT

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(01)		Explain the working principle of a hydraulic system.	X	X	X	X	X			
(02)		Describe the difference in the principle of operation between a constant pressure system and a system pressurised only on specific demand.	X	X	X	X	X			
(03)		State the differences in the principle of operation between a passive hydraulic system (without a pressure pump) and an active hydraulic system (with a pressure pump).	X	X	X	X	X			
(04)	X	List the main advantages and disadvantages of system actuation by hydraulic or purely mechanical means with respect to: — weight; — size; — force.	X	X	X	X	X			
(05)		List the main uses of hydraulic systems.	X	X	X	X	X			
(06)		State that hydraulic systems can be classified as either high pressure (typically 3000 psi or higher) or low pressure (typically up to 2000 psi).	X	X	X	X	X			
(07)		State that a high-pressure hydraulic system is typically operating at 3000 psi but on some aircraft a hydraulic pressure of 4000 to 5000 psi may also be used.	X	X	X	X	X			
(08)		Explain the working principle of a low-pressure (0–2000 psi) system.	X	X	X	X	X			
(09)		Explain the advantages and disadvantages of a high-pressure system over a low-pressure system.	X	X	X	X	X			
(10)		Describe the working principle and functions of pressure pumps including: — constant pressure pump (swash plate or cam plate);	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		— pressure pump whose output is dependent on pump revolutions per minute (rpm) (gear type).								
(11)		<p>Explain the following different sources of hydraulic pressure, their typical application and potential operational limitations:</p> <ul style="list-style-type: none"> — manual; — engine gearbox; — electrical; — air (pneumatic and ram-air turbine); — hydraulic (power transfer unit) or reversible motor pumps; — accessory. 	X	X						
(12)		<p>Explain the following different sources of hydraulic pressure, their typical application and potential operational limitations:</p> <ul style="list-style-type: none"> — manual; — engine; — gearbox; — electrical. 			X	X	X			
(13)		<p>Describe the working principle and functions of the following hydraulic system components:</p> <ul style="list-style-type: none"> — reservoir (pressurised and unpressurised); — accumulators; — case drain lines and fluid cooler return lines; — piston actuators (single- and double-acting); — hydraulic motors; — filters; — non-return (check) valves; — relief valves; 	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		<ul style="list-style-type: none"> — restrictor valves; — selector valves (linear and basic rotary selectors, two and four ports); — bypass valves; — shuttle valves; — fire shut-off valves; — priority valves; — fuse valves; — pressure and return pipes. 								
(14)		Explain the function of the demand pump installed on many transport aeroplanes.	X	X						
(15)		Explain how redundancy is obtained by giving examples.	X	X	X	X	X			
(16)		Interpret a typical hydraulic system schematic to the level of detail as found in an aircraft flight crew operating manual (FCOM).	X	X	X	X	X			
(17)		Explain the implication of a high system demand.	X	X	X	X	X			
(18)		List and describe the instruments and alerts for monitoring a hydraulic system.	X	X	X	X	X			
(19)		State the indications and explain the implications of the following malfunctions: <ul style="list-style-type: none"> — system leak or low level; — low pressure; — high temperature. 	X	X	X	X	X			
021 04 00 00		LANDING GEAR, WHEELS, TYRES, BRAKES								
021 04 01 00		Landing gear								

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
021 04 01 01		Types								
(01)	X	Name, for an aeroplane, the following different landing-gear configurations: — nose wheel; — tail wheel.	X	X						
(02)	X	Name, for a helicopter, the following different landing-gear configurations: — nose wheel; — tail wheel; — skids.			X	X	X			
021 04 01 02		System components, design, operation, indications and warnings, on-ground/in-flight protections, emergency extension systems								
(01)		Explain the function of the following components of a landing gear: — oleo leg/shock strut; — axles; — bogies and bogie beam; — drag struts; — side stays/struts; — torsion links; — locks (over centre); — gear doors.	X	X						
(02)		Explain the function of the following components of a landing gear: — oleo leg/shock strut; — axles; — drag struts; — side stays/struts;			X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
021 04 02 01		Design, operation								
(01)		Explain the operating principle of nose-wheel steering.	X	X	X	X	X			
(02)		Explain, for a helicopter, the functioning of differential braking with free-castoring nose wheel.			X	X	X			
(03)		Describe, for an aeroplane, the functioning of the following systems: — differential braking with free-castoring nose wheel; — tiller or hand wheel steering; — rudder pedal nose-wheel steering.	X	X						
(04)		Explain the centring mechanism of the nose wheel.	X	X	X	X	X			
(05)		Define the term ‘shimmy’ and the possible consequences of shimmy for the nose- and the main-wheel system and explain the purpose of a shimmy damper to reduce the severity of shimmy.	X	X						
(06)		Explain the purpose of main-wheel (body) steering.	X	X						
021 04 03 00		Brakes								
021 04 03 01		Types and materials								
(01)		Describe the basic operating principle of a disc brake.	X	X	X	X	X			
(02)		State the different materials used in a disc brake (steel, carbon).	X	X	X	X	X			
(03)		Describe the characteristics, advantages and disadvantages of steel and carbon brake discs with regard to: — weight; — temperature limits; — internal-friction coefficient;	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		— wear.								
021 04 03 02		System components, design, operation, indications and warnings								
(01)		Explain the limitation of brake energy and describe the operational consequences.	X	X						
(02)		Explain how brakes are actuated: — hydraulically, — electrically.	X	X	X	X	X			
(03)		Explain the purpose of an in-flight wheel brake system.	X	X						
(04)		Describe the function of a brake accumulator.	X	X	X	X	X			
(05)		Describe the function of the parking brake.	X	X	X	X	X			
(06)		Explain the function of brake-wear indicators.	X	X						
(07)		Explain the reason for the brake-temperature indicator.	X	X						
021 04 03 03		Anti-skid								
(01)		Describe the operating principle of anti-skid where excessive brake pressure applied is automatically reduced for optimum braking performance.	X	X						
(02)		Explain that the anti-skid computer compares wheel speed to aeroplane reference speed to provide the following: — slip ratio for maximum braking performance; — locked-wheel prevention (protection against deep skid on one wheel); — touchdown protection (protection against brake-pressure application during touchdown); — hydroplane protection.	X	X						

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Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(03)		Give examples of the impact of an anti-skid system on performance, and explain the implications of anti-skid system failure.	X	X						
021 04 03 04		Autobrake								
(01)		Describe the operating principle of an autobrake system.	X	X						
(02)		Explain why the anti-skid system must be available when using autobrakes.	X	X						
(03)		Explain the difference between the three modes of operation of an autobrake system: — OFF (system off or reset); — Armed (the system is ready to operate under certain conditions); — Activated/Deactivated (application of pressure on brakes).	X	X						
(04)		Describe how an autobrake system setting will either apply maximum braking (RTO or MAX) or result in a given rate of deceleration, where the amount of braking applied may be affected by: — the use of reverse thrust; — slippery runway.	X	X						
021 04 04 00		Wheels, rims and tyres								
021 04 04 01		Types, structural components and materials, operational limitations, thermal plugs								
(01)	X	Describe the different types of tyres such as: — tubeless; — diagonal (cross ply);	X	X	X	X	X			

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Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(01)		Define a 'primary flight control'.	X	X						
(02)		List the following primary flight control surfaces: — elevator; — aileron, roll spoilers, flaperon; — rudder.	X	X						
(03)		List the various means of control surface actuation including: — manual; — fully powered (irreversible); — partially powered (reversible).	X	X						
021 05 01 02		Manual controls								
(01)		Explain the basic principle of a fully manual control system.	X	X						
021 05 01 03		Fully powered controls (irreversible)								
(01)		Explain the basic principle of a fully powered control system.	X	X						
(02)		Explain the concept of irreversibility in a flight control system.	X	X						
(03)		Explain the need for a 'feel system' in a fully powered control system.	X	X						
(04)		Explain the operating principle of a stabiliser trim system in a fully powered control system.	X	X						
(05)		Explain the operating principle of rudder and aileron trim in a fully powered control system.	X	X						
021 05 01 04		Partially powered controls (reversible)								
(01)		Explain the basic principle of a partially powered control system.	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(02)		Explain why a 'feel system' is not necessary in a partially powered control system.	X	X						
021 05 01 05		System components, design, operation, indications and warnings, degraded modes of operation, jamming								
(01)		List and describe the function of the following components of a flight control system: — actuators; — control valves; — cables; — electrical wiring; — control surface position sensors.	X	X						
(02)		Explain how redundancy is obtained in primary flight control systems of large transport aeroplanes.	X	X						
(03)		Explain the danger of control jamming and the means of retaining sufficient control capability.	X	X						
(04)		Explain the methods of locking the controls on the ground and describe 'gust or control lock' warnings.	X	X						
(05)		Explain the concept of a rudder deflection limitation (rudder limiter) system and the various means of implementation (rudder ratio changer, variable stops, blow-back).	X	X						
021 05 02 00		Aeroplane: secondary flight controls								
021 05 02 01		System components, design, operation, degraded modes of operation, indications and warnings								
(01)		Define a 'secondary flight control'.	X	X						
(02)		List the following secondary flight control surfaces:	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		<ul style="list-style-type: none"> — lift-augmentation devices (flaps and slats); — speed brakes; — flight and ground spoilers; — trimming devices such as trim tabs, trimmable horizontal stabiliser. 								
(03)		Describe secondary flight control actuation methods and sources of actuating power.	X	X						
(04)		Explain the function of a mechanical lock when using hydraulic motors driving a screw jack.	X	X						
(05)		Describe the requirement for limiting flight speeds for the various secondary flight control surfaces.	X	X						
(06)		For lift-augmentation devices, explain the load-limiting (relief) protection devices and the functioning of an auto-retraction system.	X	X						
(07)		Explain how a flap/slat asymmetry protection device functions, and describe the implications of a flap/slat asymmetry situation.	X	X						
(08)		Describe the function of an auto-slat system.	X	X						
(09)		Explain the concept of control surface blow-back (aerodynamic forces overruling hydraulic forces).	X	X						
021 05 03 00		Helicopter: flight controls								
021 05 03 01		<i>Droop stops, control systems, trim systems, control stops</i>								
(01)		Explain the methods of locking the controls on the ground.			X	X	X			
(02)		Describe main-rotor droop stops and how rotor flapping is restricted.			X	X	X			

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Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(03)		Explain the principle of phase lag and advance angle.			X	X	X			
(04)		Describe the following four axes of control operation, their operating principle and their associated cockpit controls: <ul style="list-style-type: none"> — collective control; — cyclic fore and aft (pitch axis); — cyclic lateral (roll axis); — yaw. 			X	X	X			
(05)		Describe the swash plate or azimuth star control system including the following: <ul style="list-style-type: none"> — swash plate inputs; — the function of the non-rotating swash plate; — the function of the rotating swash plate; — how swash plate tilt is achieved; — swash plate pitch axis; — swash plate roll axis; — balancing of pitch/roll/collective inputs to the swash plate to equalise torsional loads on the blades. 			X	X	X			
(06)		Describe the operation of the spider control system.			X	X	X			
(07)		State the need for artificial feel in a hydraulically actuated flight control system.			X	X	X			
(08)		Describe and explain the purpose of a trim system using the following terms: <ul style="list-style-type: none"> — force-trim switch; — force gradient; — parallel trim actuator; — cyclic 4-way trim switch; 			X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		<ul style="list-style-type: none"> — interaction of trim system with an SAS/SCAS/ASS stability system; — trim-motor indicators. 								
(09)		Describe the different types of control runs.			X	X	X			
(10)		Explain the use of control stops.			X	X	X			
021 05 04 00		Aeroplane: fly-by-wire (FBW) control systems								
021 05 04 01		Composition, explanation of operation, modes of operation								
(01)		<p>Explain that an FBW flight control system is composed of the following:</p> <ul style="list-style-type: none"> — pilot’s input command (control column/sidestick/rudder pedals); — electrical signalling paths, including: <ul style="list-style-type: none"> • pilot input to computer; • computer to flight control surfaces; • feedback from aircraft response to computer; — flight control computers; — actuators; — flight control surfaces. 	X	X						
(02)		<p>State the advantages and disadvantages of an FBW system in comparison with a conventional flight control system including:</p> <ul style="list-style-type: none"> — weight; — pilot workload; — flight-envelope protection. 	X	X						
(03)		Explain why an FBW system is always irreversible.	X	X						

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Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
021 06 01 01		<i>Piston-engine air supply</i>								
(01)		Describe the following means of supplying air for the pneumatic systems for piston-engine aircraft: — compressor; — vacuum pump.	X	X	X	X	X			
(02)		State that an air supply is required for the following systems: — instrumentation; — heating; — de-icing.	X	X	X	X	X			
021 06 01 02		<i>Gas turbine engine: bleed-air supply</i>								
(01)		State that the possible bleed-air sources for gas turbine engine aircraft are the following: — engine; — auxiliary power unit (APU); — ground supply.	X	X	X	X	X			
(02)		State that for an aeroplane a bleed-air supply can be used for the following systems or components: — ice protection; — engine air starter; — pressurisation of a hydraulic reservoir; — air-driven hydraulic pumps; — pressurisation and air conditioning.	X	X						
(03)		State that for a helicopter a bleed-air supply can be used for the following systems or components: — anti-icing;			X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		<ul style="list-style-type: none"> — engine air starter; — pressurisation of a hydraulic reservoir. 								
(04)		State that the bleed-air supply system can comprise the following: <ul style="list-style-type: none"> — pneumatic ducts; — isolation valve; — pressure-regulating valve; — engine bleed valve (HP/IP valves); — fan-air pre-cooler; — temperature and pressure sensors. 	X	X	✗	✗	✗			
(05)		Interpret a basic pneumatic system schematic to the level of detail as found in an FCOM.	X	X	X	X	X			
(06)		Describe the cockpit indications for bleed-air systems.	X	X	X	X	X			
(07)		Explain how the bleed-air supply system is controlled and monitored.	X	X	X	X	X			
(08)		State the following bleed-air malfunctions: <ul style="list-style-type: none"> — over-temperature; — over-pressure; — low pressure; — overheat/duct leak; and describe the potential consequences.	X	X	X	X	X			
021 06 02 00		Helicopter: air-conditioning systems								
021 06 02 01		Types, system components, design, operation, degraded modes of operation, indications and warnings								
(01)		Describe the purpose of an air-conditioning system.			X	X	X			

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Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(02)		Explain how an air-conditioning system is controlled.			X	X	X			
(03)		Describe the vapour cycle air-conditioning system including system components, design, operation, degraded modes of operation and system malfunction indications.			X	X	X			
(04)		Identify the following components from a diagram of an air-conditioning system and describe the operating principle and function: <ul style="list-style-type: none"> — air-cycle machine (pack, bootstrap system); — pack-cooling fan; — water separator; — mixing valves; — flow-control valves; — isolation valves; — recirculation fans; — filters for recirculation; — temperature sensors. 			X	X	X			
(05)		List and describe the controls, indications and warnings related to an air-conditioning system.			X	X	X			
021 06 03 00		Aeroplane: pressurisation and air-conditioning system								
021 06 03 01		System components, design, operation, degraded modes of operation, indications and warnings								
(01)		Explain that a pressurisation and an air-conditioning system of an aeroplane controls: <ul style="list-style-type: none"> — ventilation; — temperature; — pressure. 	X	X						

SUBJECT 021 — AIRCRAFT GENERAL KNOWLEDGE — AIRFRAME, SYSTEMS AND POWER PLANT

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(02)		Explain how humidity is controlled.	X	X						
(03)		Explain that the following components constitute a pressurisation system: <ul style="list-style-type: none"> — pneumatic system as the power source; — outflow valve; — outflow valve actuator; — pressure controller; — excessive differential pressure-relief valve; — negative differential pressure-relief valve. 	X	X						
(04)		Explain that the following components constitute an air-conditioning system and describe their operating principles and function: <ul style="list-style-type: none"> — air-cycle machine (pack, bootstrap system); — pack-cooling fan; — water separator; — mixing valves; — flow-control valves (outflow valve); — isolation valves; — ram-air valve; — recirculation fans; — filters for recirculated air; — temperature sensors. <p><i>Remark: The bootstrap system is the only air-conditioning system considered for Part-FCL aeroplane examinations.</i></p>	X	X						
(05)		Describe the use of hot trim air.	X	X						

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Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
021 07 03 01		Limitations								
(01)		Explain the limitations on blade heating and the fact that on some helicopters the heating does not heat all the main-rotor blades at the same time.			X	X	X			
021 08 00 00		FUEL SYSTEM								
021 08 01 00		Piston engine								
021 08 01 01		Fuel: types, characteristics, limitations								
(01)		State the types of fuel used by a piston engine and their associated limitations: — diesel; — JET-A1 (for high-compression engines); — AVGAS; — MOGAS.	X	X	X	X	X			
(02)		State the main characteristics of these fuels and give typical values regarding their flash points, freezing points and density.	X	X	X	X	X			
021 08 01 02		Design, operation, system components, indications								
(01)		State the tasks of the fuel system.	X	X	X	X	X			
(02)		Name the following main components of a fuel system, and state their location and their function: — lines; — boost pump; — pressure valves; — filter, strainer; — tanks (wing, tip, fuselage);	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		<ul style="list-style-type: none"> — vent system; — sump; — drain; — fuel-quantity sensor; — fuel-temperature sensor. 								
(03)		Describe a gravity fuel feed system and a pressure feed fuel system.	X	X	X	X	X			
(04)		Describe the construction of the different types of fuel tanks and state their advantages and disadvantages: <ul style="list-style-type: none"> — drum tank; — bladder tank; — integral tank. 	X	X	X	X	X			
(05)		Explain the function of cross-feed.	X	X	X	X	X			
(06)		Define the term ‘unusable fuel’.	X	X	X	X	X			
(07)		List the following parameters that are monitored for the fuel system: <ul style="list-style-type: none"> — fuel quantity (low-level warning); — fuel temperature. 	X	X	X	X	X			
021 08 02 00		Turbine engine								
021 08 02 01		<i>Fuel: types, characteristics, limitations</i>								
(01)		State the types of fuel used by a gas turbine engine: <ul style="list-style-type: none"> — JET-A; — JET-A1; — JET-B. 	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(02)		State the main characteristics of these fuels and give typical values regarding their flash points, freezing points and density.	X	X	X	X	X			
(03)		State the existence of additives for freezing.	X	X	X	X	X			
021 08 02 02		Design, operation, system components, indications								
(01)		Explain the function of the fuel system: <ul style="list-style-type: none"> — lines; — centrifugal boost pump; — pressure valves; — fuel shut-off valve; — filter, strainer; — tanks (wing, tip, fuselage, tail); — bafflers/baffles; — sump; — vent system; — drain; — fuel-quantity sensor; — fuel-temperature sensor; — refuelling/defueling system; — fuel dump/jettison system. 	X	X	X	X	X			
(02)		Name the main components of the fuel system and state their location and their function: <ul style="list-style-type: none"> — trim fuel tanks; — bafflers; — refuelling/defueling system; — fuel dump/jettison system. 	X	X	X	X	X			

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Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		<i>Remark: For completion of list, please see 021 08 01 02 (02).</i>								
(03)		Interpret a typical fuel system schematic to the level of detail as found in an aircraft FCOM.	X	X	X	X	X			
(04)		Explain the limitations in the event of loss of booster pump fuel pressure.	X	X	X	X	X			
(05)		Describe the use and purpose of drip sticks (manual magnetic indicators) (may also be known as dip stick or drop stick).	X	X						
(06)		Explain the considerations for fitting a fuel dump/jettison system and, if fitted, its function.	X	X	X	X	X			
021 09 00 00		ELECTRICS								
		<i>Remark: For any reference to the direction of current flow, the conventional current flow shall be used, i.e. from positive to negative.</i>								
021 09 01 00		General, definitions, basic applications: circuit breakers, logic circuits								
021 09 01 01		Static electricity								
(01)		Explain static electricity and describe the flying conditions where aircraft are most susceptible to build-up of static electricity.	X	X	X	X	X			
(02)		Describe a static discharger and explain the following: — its purpose; — typical locations; — pilot's role of observing it during pre-flight inspection.	X	X	X	X	X			
(03)		Explain why an aircraft must first be grounded before refuelling/defueling.	X	X	X	X	X			
(04)		Explain the reason for electrical bonding.	X	X	X	X	X			

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Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
021 09 01 02		Direct current (DC)								
(01)		Explain the term 'direct current' (DC), and state that current can only flow in a closed circuit.	X	X	X	X	X			
(02)	X	Explain the basic principles of conductivity and give examples of conductors, semiconductors and insulators.	X	X	X	X	X			
(03)		Describe the difference in use of the following mechanical switches and explain the difference in observing their state (e.g. ON/OFF), and why some switches are guarded: — toggle switch; — rocker switch; — pushbutton switch; — rotary switch. Explain the difference in observing their state (e.g. ON/OFF) and why some switches are guarded.	X	X	X	X	X			
(04)		Define voltage and current, and state their unit of measurement.	X	X	X	X	X			
(05)	X	Explain Ohm's law in qualitative terms.	X	X	X	X	X			
(06)	X	Explain the effect on total resistance when resistors are connected in series or in parallel.	X	X	X	X	X			
(07)	X	State that resistances can have a positive or a negative temperature coefficient (PTC/NTC) and state their use.	X	X	X	X	X			
(08)		Define electrical power and state the unit of measurement.	X	X	X	X	X			
021 09 01 03		Alternating current (AC)								
(01)	X	Explain the term 'alternating current' (AC), and compare its use to DC with regard to complexity.	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(02)		Define the term 'phase', and explain the basic principle of single-phase and three-phase AC.	X	X	X	X	X			
(03)		State that aircraft can use single-phase or three-phase AC.	X	X	X	X	X			
(04)		Define frequency and state the unit of measurement.	X	X	X	X	X			
(05)	X	Define 'phase shift' in qualitative terms.	X	X	X	X	X			
021 09 01 04		<i>Intentionally left blank</i>								
021 09 01 05		<i>Intentionally left blank</i>								
021 09 01 06		<i>Electromagnetism</i>								
(01)		State that an electrical current produces a magnetic field.	X	X	X	X	X			
(02)		Describe how the strength of the magnetic field changes with the magnitude of the current.	X	X	X	X	X			
(03)		Explain the purpose and the working principle of a solenoid.	X	X	X	X	X			
(04)		Explain the purpose and the working principle of a relay.	X	X	X	X	X			
(05)		Explain the principle of electromagnetic induction and how two electrical components or systems may affect each other through this principle.	X	X	X	X	X			
021 09 01 07		<i>Circuit protection</i>								
(01)		Explain the working principle of a fuse and a circuit breaker.	X	X	X	X	X			
(02)		Explain how a fuse is rated.	X	X	X	X	X			
(03)		Describe the principal difference between the following types of circuit breakers:	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		<ul style="list-style-type: none"> — thermal circuit breaker sensing magnitude of current; — magnetic circuit breaker sensing direction of current. 								
(04)		Describe how circuit breakers may be used to reset aircraft systems/computers in the event of system failure (when part of a described procedure).	X	X	X	X	X			
(05)		Explain a short circuit in practical terms using Ohm's Law, power and energy expressions highlighting the risk of fire due to power transfer and extreme energy dissipation.	X	X	X	X	X			
(06)		Explain the risk of fire resulting from excessive heat in a circuit subjected to overcurrent.	X	X	X	X	X			
(07)		Explain that overcurrent situations may be transient.	X	X	X	X	X			
(08)		Explain the hazards of multiple resets of a circuit breaker or the use of incorrect fuse rating when replacing blown fuses.	X	X	X	X	X			
021 09 01 08		Semiconductors and logic circuits								
(01)		Describe the effect of temperature on semiconductors with regard to function and longevity of the component.	X	X	X	X	X			
(02)		Describe the following five basic logic functions, as used in aircraft FCOM documentation, and recognise their schematic symbols according to the ANSI/MIL standard: <ul style="list-style-type: none"> — AND; — OR; — NOT; — NOR; — NAND. 	X	X	X	X	X			
(03)		Interpret a typical logic circuit schematic to the level of detail as found in an aircraft FCOM.	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
021 09 02 00		Batteries								
021 09 02 01		Types, characteristics and limitations								
(01)		State the function of an aircraft battery.	X	X	X	X	X			
(02)		Name the types of rechargeable batteries used in aircraft: — lead-acid; — nickel-cadmium; — lithium-ion; — lithium-polymer.	X	X	X	X	X			
(03)		Compare the different battery types with respect to: — load behaviour; — charging characteristics; — risk of thermal runaway.	X	X	X	X	X			
(04)		Explain the term ‘cell voltage’ and describe how a battery may consist of several cells that combined provide the desirable voltage and capacity.	X	X	X	X	X			
(05)		Explain the difference between battery voltage and charging voltage.	X	X	X	X	X			
(06)		Define the term ‘capacity of batteries’ and state the unit of measurement used.	X	X	X	X	X			
(07)		State the effect of temperature on battery capacity and performance.	X	X	X	X	X			
(08)		State that in the case of loss of all generated power (battery power only) the remaining electrical power is time-limited.	X	X	X	X	X			
(09)		Explain how lithium-type batteries pose a threat to aircraft safety and what affects this risk:	X	X	X	X	X			

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Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		<ul style="list-style-type: none"> — numbers of batteries on board an aircraft including those brought on board by passengers; — temperature, of both battery and environment; — physical condition of the battery; — battery charging. 								
(10)		Describe how to contain a battery thermal runaway highlighting the following: <ul style="list-style-type: none"> — how one cell can affect the neighbouring cells; — challenges if it happens in an aircraft during flight. 	X	X	X	X	X			
021 09 03 00		Generation								
		<i>Remark: For standardisation purposes, the following standard expressions are used:</i> <ul style="list-style-type: none"> — <i>DC generator: produces DC output;</i> — <i>DC alternator: produces AC, rectified by integrated rectifying unit, the output is DC;</i> — <i>DC alternator: producing a DC output by using a rectifier;</i> — <i>AC generator: produces AC output;</i> — <i>starter generator: integrated combination of a generator and a starter motor;</i> — <i>permanent magnet alternator/ generator: self-exciting AC generator.</i> 	X	X	X	X	X			
021 09 03 01		DC generation								
(01)		Describe the basic working principle of a simple DC generator or DC alternator.	X	X	X	X	X			
(02)		Explain the principle of voltage control and why it is required.	X	X	X	X	X			

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Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(03)		Explain the purpose of reverse current protection from the battery/busbar to the alternator.	X	X	X	X	X			
(04)		Describe the basic operating principle of a starter generator and state its purpose.	X	X	X	X	X			
021 09 03 02		AC generation								
(01)		Describe the working principle of a brushless three-phase AC generator.	X	X	X	X	X			
(02)		State that the generator field current is used to control voltage.	X	X	X	X	X			
(03)		State the relationship between output frequency and the rpm of a three-phase AC generator.	X	X	X	X	X			
(04)		Explain the term 'frequency wild generator'.	X	X	X	X	X			
(05)		List the following different power sources that can be used for an aeroplane to drive an AC generator: — engine; — APU; — RAT; — hydraulic.	X	X						
(06)		List the following different power sources that can be used for a helicopter to drive an AC generator: — engine; — APU; — gearbox.			X	X	X			
021 09 03 03		Constant speed drive (CSD) and integrated drive generator (IDG) systems								
(01)		Describe the function of a CSD.	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(02)		Explain the parameters of a CSD that are monitored.	X	X						
(03)		Describe the function of an IDG.	X	X						
(04)		Explain the consequences of a mechanical disconnection during flight for a CSD and an IDG.	X	X						
(05)		Explain that a CSD/IDG has its own, independent oil system and how a leak from this may appear as an engine oil leak.	X	X						
021 09 03 04		Transformers, transformer rectifier units (TRUs), static inverters								
(01)		State the function of a transformer.	X	X	X	X	X			
(02)		State the function of a TRU and its purpose, including type of output.	X	X	X	X	X			
(03)		State the function of a static inverter and its purpose, including type of output.	X	X	X	X	X			
021 09 04 00		Distribution								
021 09 04 01		General								
(01)		Explain the function of a busbar.	X	X	X	X	X			
(02)		Describe the function of the following buses: — AC bus; — DC bus; — emergency AC or DC bus; — essential AC or DC bus; — battery bus; — hot bus, ground servicing or maintenance bus.	X	X	X	X	X			
(03)		State that the aircraft structure can be used as a part of the	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(01)		Explain the difference in the principle of operation for a split AC electrical system and a parallel AC electrical system.	X	X	X	X	X			
(02)		Describe the following distribution consequences: — power transfer between different power supplies; — power transfer in the event of a supply failure; — loss of all normal AC supplies.	X	X	X	X	X			
(03)		Give examples of AC consumers.	X	X	X	X	X			
(04)		Explain the conditions to be met for paralleling AC generators.	X	X	X	X	X			
(05)		State that volt-ampere (VA) is the unit for total power consumed in an AC system.	X	X	X	X	X			
021 09 04 04		<i>Electrical load management and monitoring systems: automatic generators and bus switching during normal and failure operation, indications and warnings</i>								
(01)		Give examples of system control, monitoring and annunciators using the following terms: — generator control unit (GCU) for monitoring generator output and providing network protection; — exciter contactor/breaker/relay for control of generator exciter field; — generator contactor/breaker/relay for connecting the generator to the network; — bus-tie contactor/breaker/relay for connecting busbars together; — generator switch on the flight deck for manual control of exciter contactor; — IDG/CSD disconnect switch on the flight deck for mechanical	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		very limited number of start attempts; — large turbine engines require one or more power sources, either external or on-board.								
021 09 05 02		Operating principle								
(01)		Describe how the torque of an electrical motor is determined by the supplied voltage and current, and the resulting magnetic fields within the engine.	X	X	X	X	X			
(02)	X	State that electrical motors can be either AC or DC.	X	X	X	X	X			
(03)		Explain the consequences of the following: — rotor seizure; — rotor runaway.	X	X	X	X	X			
021 09 05 03		Components								
(01)	X	Name the following components of an electrical motor: — rotor (rotating part of an electrical motor); — stator (stationary part of an electrical motor).	X	X	X	X	X			
021 10 00 00		PISTON ENGINES								
		<i>Remark: This topic includes diesel and petrol engines.</i>								
021 10 01 00		General								
021 10 01 01		Types of internal-combustion engines: basic principles, definitions								
(01)		Define the following terms and expressions: — rpm; — torque; — manifold absolute pressure (MAP);	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		<ul style="list-style-type: none"> — power output; — specific fuel consumption; — compression ratio, clearance volume, swept (displaced) volume, total volume. 								
021 10 01 02		Engine: design, operation, components								
(01)		Describe the basic operating principle of a piston engine: <ul style="list-style-type: none"> — crankcase; — crankshaft; — connecting rod; — piston; — piston pin; — piston rings; — cylinder; — cylinder head; — valves; — valve springs; — push rod; — camshaft; — rocker arm; — camshaft gear; — bearings. 	X	X	X	X	X			
(02)		Name and identify the various types of engine design with regard to cylinder arrangement and their advantages/disadvantages: <ul style="list-style-type: none"> — horizontally opposed; — in line; — radial; 	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		— and working cycle (four stroke: petrol and diesel).								
(03)		Describe the differences between petrol and diesel engines with respect to: — means of ignition; — maximum compression ratio; — regulating air or mixture supply to the cylinder; — pollution from the exhaust.	X	X	X	X	X			
021 10 02 00		Fuel								
021 10 02 01		Types, grades, characteristics, limitations								
(01)		Name the type of fuel used for petrol engines including its colour (AVGAS); — 100 (green); — 100LL (blue).	X	X	X	X	X			
(02)		Name the type of fuel normally used for aviation diesel engines (JET-A1).	X	X	X	X	X			
(03)	X	Define the term ‘octane rating’.	X	X	X	X	X			
(04)		Define the term ‘detonation’ and describe the causes and effects of detonation for both petrol and diesel engines.	X	X	X	X	X			
(05)		Define the term ‘pre-ignition’ and describe the causes and effects of pre-ignition for both petrol and diesel engines.	X	X	X	X	X			
(06)		Identify the conditions and power settings that promote detonation for petrol engines.	X	X	X	X	X			
(07)		Describe how detonation in petrol engines is recognised.	X	X	X	X	X			
(08)		Describe the method and occasions for checking the fuel for water content.	X	X	X	X	X			

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Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(09)		State the typical value of fuel density for aviation gasoline and diesel fuel.	X	X	X	X	X			
(10)		Explain volatility, viscosity and vapour locking for petrol and diesel fuels.	X	X	X	X	X			
021 10 03 00		Engine fuel pumps								
021 10 03 01		<i>Engine-driven fuel pump</i>								
(01)		Explain the need for a separate engine-driven fuel pump.	X	X	X	X	X			
021 10 04 00		Carburettor/injection system								
021 10 04 01		<i>Carburettor: design, operation, degraded modes of operation, indications and warnings</i>								
(01)		State the purpose of a carburettor.	X	X	X	X	X			
(02)		Describe the operating principle of the simple float chamber carburettor.	X	X	X	X	X			
(03)		Describe the methods of obtaining mixture control over the whole operating engine power setting range (compensation jet, diffuser).	X	X	X	X	X			
(04)		Describe the methods of obtaining mixture control over the whole operating altitude range.	X	X	X	X	X			
(05)		Explain the purpose and the operating principle of an accelerator pump.	X	X	X	X	X			
(06)		Explain the purpose of power enrichment.	X	X	X	X	X			
(07)		Describe the function of the carburettor heat system.	X	X	X	X	X			
(08)		Explain the effect of carburettor heat on mixture ratio and power output.	X	X	X	X	X			

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Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
021 10 05 01		Design, operation, indications and warnings								
(01)		Specify the reasons for cooling a piston engine.	X	X	X	X	X			
(02)		Describe the design features to enhance cylinder air cooling for aeroplanes.	X	X						
(03)		Describe the design features to enhance cylinder air cooling for helicopters (e.g. engine-driven impeller and scroll assembly, baffles).			X	X	X			
(04)		Compare the differences between liquid- and air-cooling systems.	X	X	X	X	X			
(05)		Identify the cylinder head temperature indication to monitor engine cooling.	X	X	X	X	X			
(06)		Describe the function and the operation of cowl flaps.	X	X						
021 10 06 00		Lubrication systems								
021 10 06 01		Lubricants: characteristics, limitations								
(01)		Describe the term ‘viscosity’ including the effect of temperature.	X	X	X	X	X			
(02)		Describe the viscosity grade numbering system used in aviation.	X	X	X	X	X			
021 10 06 02		Design, operation, indications and warnings								
(01)		State the functions of a piston-engine lubrication system.	X	X	X	X	X			
(02)		Describe the working principle of a dry-sump lubrication system and describe the functions of the following components: — oil tank (reservoir) and its internal components: hot well, de-aerator, vent, expansion space; — check valve (non-return valve);	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		<ul style="list-style-type: none"> — pressure pump and pressure-relief valve; — scavenge pump; — filters (suction, pressure and scavenge); — oil cooler; — oil cooler bypass valve (anti-surge and thermostatic); — pressure and temperature sensors; — lines. 								
(03)		Describe a wet-sump lubrication system.	X	X	X	X	X			
(04)		State the differences between a wet- and a dry-sump lubrication system and their advantages and disadvantages.	X	X	X	X	X			
(05)		List the following factors that influence oil consumption: <ul style="list-style-type: none"> — oil grade; — cylinder and piston wear; — condition of piston rings. 	X	X	X	X	X			
(06)		Describe the interaction between oil pressure, oil temperature and oil quantity.	X	X	X	X	X			
021 10 07 00		Ignition circuits								
021 10 07 01		Design, operation								
(01)		Describe the working principle of a magneto-ignition system and the functions of the following components: <ul style="list-style-type: none"> — magneto; — contact-breaker points; — capacitor (condenser); — coils or windings; — ignition switches; 	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		<ul style="list-style-type: none"> — distributor; — spark plug; — high-tension (HT) cable. 								
(02)		State why piston engines are equipped with two electrically independent ignition systems.	X	X	X	X	X			
(03)		State the function and operating principle of the following methods of spark augmentation: <ul style="list-style-type: none"> — starter vibrator (booster coil); — impulse-start coupling. 	X	X						
(04)		State the function and operating principle of the following methods of spark augmentation: <ul style="list-style-type: none"> — starter vibrator (booster coil); — both magnetos live. 			X	X	X			
(05)		Explain the function of the magneto check.	X	X	X	X	X			
(06)		Explain how combustion is initiated in diesel engines.	X	X	X	X	X			
021 10 08 00		Mixture								
021 10 08 01		Definition, characteristic mixtures, control instruments, associated control levers, indications								
(01)		Define the following terms: <ul style="list-style-type: none"> — mixture; — chemically correct ratio (stoichiometric); — best power ratio; — lean (weak) mixture (lean or rich side of the exhaust gas temperature (EGT) top); — rich mixture. 	X	X	X	X	X			

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Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(02)		State the typical fuel-to-air ratio values or range of values for the above mixtures.	X	X	X	X	X			
(03)		Describe the advantages and disadvantages of weak and rich mixtures.	X	X	X	X	X			
(04)		Describe the relation between engine-specific fuel consumption and mixture ratio.	X	X	X	X	X			
(05)		Describe the use of the exhaust gas temperature as an aid to mixture-setting.	X	X	X	X	X			
(06)		Explain the relation between mixture ratio, cylinder head temperature, detonation and pre-ignition.	X	X	X	X	X			
(07)		Explain the absence of mixture control in diesel engines.	X	X	X	X	X			
021 10 09 00		Aeroplane: propellers								
021 10 09 01		Definitions, general								
		<i>Remark: Definitions and aerodynamic concepts are detailed in Subject 081 'Principles of flight (aeroplane)', Topic 07 (Propellers), but need to be appreciated for this Subject as well.</i>	X	X						
021 10 09 02		Constant-speed propeller: design, operation, system components								
(01)		Describe the operating principle of a constant-speed propeller system under normal flight operations with the aid of a schematic.	X	X						
(02)		Explain the need for a MAP indicator to control the power setting with a constant-speed propeller.	X	X						
(03)		State the purpose of a torque-meter.	X	X						
(04)		State the purpose and describe the operation of a low-pitch stop (centrifugal latch).	X	X						

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Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(01)		State the correct procedures for setting the engine controls when increasing or decreasing power.	X	X	X	X	X			
(02)		Define the following terms: — take-off power; — maximum continuous power.	X	X	X	X	X			
(03)		Describe the start problems associated with extreme cold weather.	X	X	X	X	X			
(04)		Describe the principal difference between a full-authority digital engine control (FADEC) system-controlled engine and traditional manual engine controls.	X	X	X	X	X			
(05)		Describe the engine controls available on the flight deck for a FADEC-controlled engine.	X	X	X	X	X			
(06)		Explain that the FADEC has full authority of the control of all engine parameters ensuring efficient and correct running of the engine, including protection in the event of failure.	X	X	X	X	X			
(07)		Explain the need for FADEC redundancy with regard to power supply and data input and output.	X	X	X	X	X			
021 11 00 00		TURBINE ENGINES								
021 11 01 00		Basic principles								
021 11 01 01		Basic generation of thrust and the thrust formula								
(01)		Describe how thrust is produced by a basic gas turbine engine.	X	X						
(02)		Describe the simple form of the thrust formula for a basic, straight jet engine and perform simple calculations (including pressure thrust).	X	X						
(03)		State that thrust can be considered to remain approximately	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		constant over the whole aeroplane subsonic speed range.								
021 11 01 02		Design, types and components of turbine engines								
(01)		List the main components of a basic gas turbine engine: — inlet; — compressor; — combustion chamber; — turbine; — outlet.	X	X	X	X	X			
(02)		Describe the variation of static pressure, temperature and axial velocity in a gas turbine engine under normal operating conditions and with the aid of a working cycle diagram.	X	X	X	X	X			
(03)		Describe the differences between absolute, circumferential (tangential) and axial velocity.	X	X	X	X	X			
(04)		List the different types of gas turbine engines: — straight jet; — turbofan; — turboprop.	X	X						
(05)		State that a gas turbine engine can have one or more spools.	X	X	X	X	X			
(06)		Describe how thrust is produced by turbojet and turbofan engines.	X	X						
(07)		Describe how power is produced by turboprop engines.	X	X						
(08)		Describe the term ‘equivalent horsepower’ (= thrust horsepower + shaft horsepower).	X	X						
(09)		Explain the principle of a free turbine or free-power turbine.	X	X	X	X	X			
(10)		Define the term ‘bypass ratio’ and perform simple calculations to	X	X						

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Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		determine it.								
(11)		Define the terms 'propulsive power', 'propulsive efficiency', 'thermal efficiency' and 'total efficiency'.	X	X						
(12)		Describe the influence of compressor-pressure ratio on thermal efficiency.	X	X	X	X	X			
(13)		Explain the variations of propulsive efficiency with forward speed for turbojet, turbofan and turboprop engines.	X	X						
(14)		Define the term 'specific fuel consumption' for turbojets and turboprops.	X	X						
021 11 01 03		<i>Coupled turbine engine: design, operation, components and materials</i>								
(01)		Name the main assembly parts of a coupled turbine engine and explain its operation.			X	X	X			
(02)		Explain the limitations of the materials used with regard to maximum turbine temperature, engine and drive train torque limits.			X	X	X			
(03)		Describe the possible effects on engine components when limits are exceeded.			X	X	X			
(04)		Explain that when engine limits are exceeded, this event must be reported.			X	X	X			
021 11 01 04		<i>Free-turbine engine: design, components and materials</i>								
(01)		Describe the design methods to keep the engine's size small for installation in helicopters.			X	X	X			
(02)		List the main components of a free-turbine engine.			X	X	X			
(03)		Describe how the power is developed by a turboshaft/free-turbine			X	X	X			

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Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		engine.								
(04)		Explain how the exhaust gas temperature is used to monitor turbine stress.			X	X	X			
021 11 02 00		Main-engine components								
021 11 02 01		<i>Aeroplane: air intake</i>								
(01)		State the functions of the engine air inlet/air intake.	X	X						
(02)		Describe the geometry of a subsonic (pitot-type) air inlet.	X	X						
(03)		Explain the gas-parameter changes in a subsonic air inlet at different flight speeds.	X	X						
(04)		Describe the reasons for, and the dangers of, the following operational problems concerning the engine air inlet: — airflow separation; — inlet icing; — inlet damage; — foreign object damage (FOD); — heavy in-flight turbulence.	X	X						
021 11 02 02		<i>Compressor and diffuser</i>								
(01)		State the purpose of the compressor.	X	X	X	X	X			
(02)		Describe the working principle of a centrifugal and an axial flow compressor.	X	X	X	X	X			
(03)		Name the following main components of a single stage and describe their function for a centrifugal compressor: — impeller; — diffuser.	X	X	X	X	X			

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Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(04)		Name the following main components of a single stage and describe their function for an axial compressor: — rotor vanes; — stator vanes.	X	X	X	X	X			
(05)		Describe the gas-parameter changes in a compressor stage.	X	X	X	X	X			
(06)		Define the term 'pressure ratio' and state a typical value for one stage of a centrifugal and an axial flow compressor and for the complete compressor.	X	X	X	X	X			
(07)		State the advantages and disadvantages of increasing the number of stages in a centrifugal compressor.	X	X	X	X	X			
(08)		Explain the difference in sensitivity for FOD of a centrifugal compressor compared with an axial flow type.	X	X	X	X	X			
(09)		Explain the convergent air annulus through an axial flow compressor.	X	X	X	X	X			
(10)		Describe the reason for twisting the compressor blades.	X	X	X	X	X			
(11)		State the tasks of inlet guide vanes (IGVs).	X	X	X	X	X			
(12)		State the reason for the clicking noise whilst the compressor slowly rotates on the ground.	X	X	X	X	X			
(13)		State the advantages of increasing the number of spools.	X	X	X	X	X			
(14)		Explain the implications of tip losses and describe the design features to minimise the problem.	X	X	X	X	X			
(15)		Explain the problems of blade bending and flapping and describe the design features to minimise the problem.	X	X	X	X	X			
(16)		Explain the following terms: — compressor stall;	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		— engine surge.								
(17)		State the conditions that are possible causes of stall and surge.	X	X	X	X	X			
(18)		Describe the indications of stall and surge.	X	X	X	X	X			
(19)		Describe the design features used to minimise the occurrence of stall and surge.	X	X	X	X	X			
(20)		Describe a compressor map (surge envelope) with rpm lines, stall limit, steady state line and acceleration line.	X	X	X	X	X			
(21)		Describe the function of the diffuser.	X	X	X	X	X			
021 11 02 03		Combustion chamber								
(01)		Define the purpose of the combustion chamber.	X	X	X	X	X			
(02)		List the requirements for combustion.	X	X	X	X	X			
(03)		Describe the working principle of a combustion chamber.	X	X	X	X	X			
(04)		Explain the reason for reducing the airflow axial velocity at the combustion chamber inlet (snout).	X	X	X	X	X			
(05)		State the function of the swirl vanes (swirler).	X	X	X	X	X			
(06)		State the function of the drain valves.	X	X	X	X	X			
(07)		Define the terms 'primary airflow' and 'secondary airflow', and explain their purpose.	X	X	X	X	X			
(08)		Explain the following two mixture ratios: — primary airflow to fuel; — total airflow (within the combustion chamber) to fuel.	X	X	X	X	X			
(09)		Describe the gas-parameter changes in the combustion chamber.	X	X	X	X	X			

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Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(10)		State a typical maximum value of the outlet temperature of the combustion chamber.	X	X	X	X	X			
(11)		Describe the following types of combustion chambers and state the differences between them: — can type; — can-annular, cannular or turbo-annular; — annular; — reverse-flow annular.	X	X	X	X	X			
021 11 02 04		Turbine								
(01)		Explain the purpose of a turbine in different types of gas turbine engines.	X	X	X	X	X			
(02)		Describe the principles of operation of impulse, reaction and impulse-reaction axial flow turbines.	X	X	X	X	X			
(03)		Name the main components of a turbine stage and their function.	X	X	X	X	X			
(04)		Describe the working principle of a turbine.	X	X	X	X	X			
(05)		Describe the gas-parameter changes in a turbine stage.	X	X	X	X	X			
(06)		Describe the function and the working principle of active clearance control.	X	X						
(07)		Describe the implications of tip losses and the means to minimise them.	X	X	X	X	X			
(08)		Explain why the available engine thrust is limited by the turbine inlet temperature.	X	X						
(09)		Explain the divergent gas-flow annulus through an axial-flow turbine.	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(10)		Explain the high mechanical thermal stress in the turbine blades and wheels/discs.	X	X	X	X	X			
021 11 02 05		Aeroplane: exhaust								
(01)		Name the following main components of the exhaust unit and their function: — jet pipe; — propelling nozzle; — exhaust cone.	X	X						
(02)		Describe the working principle of the exhaust unit.	X	X						
(03)		Describe the gas-parameter changes in the exhaust unit.	X	X						
(04)		Define the term ‘choked exhaust nozzle’ (not applicable to turboprops).	X							
(05)		Explain how jet exhaust noise can be reduced.	X	X						
021 11 02 06		Helicopter: air intake								
(01)		Name and explain the main task of the engine air intake.			X	X	X			
(02)		Describe the use of a convergent air-intake ducting on helicopters.			X	X	X			
(03)		Describe the reasons for and the dangers of the following operational problems concerning engine air intake: — airflow separations; — intake icing; — intake damage; — FOD; — heavy in-flight turbulence.			X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(04)		Describe the conditions and circumstances during ground operations when FOD is most likely to occur.			X	X	X			
(05)		Describe and explain the principles of air intake filter systems that can be fitted to some helicopters for operations in icing and sand conditions.			X	X	X			
(06)		Describe the function of the heated pads on some helicopter air intakes.			X	X	X			
021 11 02 07		Helicopter: exhaust								
(01)		Describe the working principle of the exhaust unit.			X	X	X			
(02)		Describe the gas-parameter changes in the exhaust unit.			X	X	X			
021 11 03 00		Additional components and systems								
021 11 03 01		Engine fuel system								
(01)		Name the main components of the engine fuel system and state their function: — filters; — low-pressure (LP) pump; — high-pressure (HP) pump; — fuel manifold; — fuel nozzles; — HP fuel cock; — fuel control; or — hydromechanical unit.	X	X	X	X	X			
(02)		Name the two types of engine-driven high-pressure pumps, such as:	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		<ul style="list-style-type: none"> — gear-type; — swash plate-type. 								
(03)		State the tasks of the fuel control unit.	X	X	X	X	X			
(04)		List the possible input parameters to a fuel control unit to achieve a given thrust/power setting.	X	X	X	X	X			
021 11 03 02		Engine control system								
(01)		State the tasks of the engine control system.	X	X	X	X	X			
(02)		List the following different types of engine control systems: <ul style="list-style-type: none"> — hydromechanical; — hydromechanical with a limited authority electronic supervisor; — single-channel FADEC with hydromechanical backup; — dual-channel FADEC with no backup or any other combination. 	X	X	X	X	X			
(03)		Describe a FADEC as a full-authority dual-channel system including functions such as an electronic engine control unit, wiring, sensors, variable vanes, active clearance control, bleed configuration, electrical signalling of thrust lever angle (TLA) (see also AMC to CS-E-50), and an EGT protection function and engine overspeed.	X		X	X				
(04)		Explain how redundancy is achieved by using more than one channel in a FADEC system.	X		X	X				
(05)		State the consequences of a FADEC single input data failure.	X		X	X				
(06)		State that all input and output data is checked by both channels in a FADEC system.	X		X	X				
(07)		State that a FADEC system uses its own sensors and that, in some	X		X	X				

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Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		cases, also data from aircraft systems is used.								
(08)		State that a FADEC must have its own source of electrical power.	X		X	X				
021 11 03 03		Engine lubrication								
(01)		State the tasks of an engine lubrication system.	X	X						
(02)		Name the following main components of a lubrication system and state their function: — oil tank and centrifugal breather; — oil pumps (pressure and scavenge pumps); — oil filters (including the bypass); — oil sumps; — chip detectors; — coolers.	X	X						
(03)		Explain that each spool is fitted with at least one ball bearing and two or more roller bearings.	X	X						
(04)		Explain the use of compressor air in oil-sealing systems (e.g. labyrinth seals).	X	X						
021 11 03 04		Engine auxiliary gearbox								
(01)		State the tasks of the auxiliary gearbox.	X	X						
(02)		Describe how the gearbox is driven and lubricated.	X	X						
021 11 03 05		Engine ignition								
(01)		State the task of the ignition system.	X	X						
(02)		Name the following main components of the ignition system and state their function:	X	X						

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Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		<ul style="list-style-type: none"> — power sources; — igniters. 								
(03)		State why jet turbine engines are equipped with two electrically independent ignition systems.	X	X						
(04)		Explain the different modes of operation of the ignition system.	X	X						
021 11 03 06		Engine starter								
(01)		Name the main components of the starting system and state their function.	X	X						
(02)		Explain the principle of a turbine engine start.	X	X						
(03)		Describe the following two types of starters: <ul style="list-style-type: none"> — electric; — pneumatic. 	X	X						
(04)		Describe a typical start sequence (on ground/in flight) for a turbofan.	X	X						
(05)		Define 'self-sustaining rpm'.	X	X						
021 11 03 07		Reverse thrust								
(01)		Name the following main components of a reverse-thrust system and state their function: <ul style="list-style-type: none"> — reverse-thrust select lever; — power source (pneumatic or hydraulic); — actuators; — doors; — annunciations. 	X	X						
(02)		Explain the principle of a reverse-thrust system.	X	X						

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Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(03)		Identify the advantages and disadvantages of using reverse thrust.	X	X						
(04)		Describe and explain the following different types of thrust-reverser systems: — hot-stream reverser; — clamshell or bucket-door system; — cold-stream reverser (only turbofan engines); — blocker doors; — cascade vanes.	X	X						
(05)		Explain the implications of reversing the cold stream (fan reverser) only on a high bypass ratio engine.	X	X						
(06)		Describe the protection features against inadvertent thrust-reverse deployment in flight as present on most transport aeroplanes.	X	X						
(07)		Describe the controls and indications provided for the thrust-reverser system.	X	X						
021 11 03 08		Helicopter specifics on design, operation and components for additional components and systems such as lubrication system, ignition circuit, starter, accessory gearbox								
(01)		State the task of the lubrication system.			X	X	X			
(02)		List and describe the common helicopter lubrication systems.			X	X	X			
(03)		Name the following main components of a helicopter lubrication system: — reservoir; — pump assembly; — external oil filter;			X	X	X			

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Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		<ul style="list-style-type: none"> — magnetic chip detectors, electronic chip detectors; — thermostatic oil coolers; — breather. 								
(04)		Identify and name the components of a helicopter lubrication system from a diagram.			X	X	X			
(05)		Identify the indications used to monitor a lubrication system including warning systems.			X	X	X			
(06)		Explain the differences and appropriate use of straight oil and compound oil, and describe the oil numbering system for aviation use.			X	X	X			
(07)		Explain and describe the ignition circuit for engine start and engine relight facility when the selection is set for both automatic and manual functions.			X	X	X			
(08)		Explain and describe the starter motor and the sequence of events when starting, and that for most helicopters the starter becomes the generator after the starting sequence is over.			X	X	X			
(09)		Explain and describe why the engine drives the accessory gearbox.			X	X	X			
021 11 04 00		Engine operation and monitoring								
021 11 04 01		General								
(01)		Explain the following aeroplane engine ratings: <ul style="list-style-type: none"> — take-off; — go-around; — maximum continuous thrust/power; — maximum climb thrust/power. 	X	X						
(02)		Explain spool-up time.	X	X	X	X	X			

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Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(03)		Explain the reason for the difference between ground and approach flight idle values (rpm).	X	X						
(04)		State the parameters that can be used for setting and monitoring the thrust/power.	X	X	X	X	X			
(05)		Describe the terms 'alpha range', 'beta range' and 'reverse thrust' as applied to a turboprop power lever.	X	X						
(06)		Explain the dangers of inadvertent beta-range selection in flight for a turboprop.	X	X						
(07)		Explain the purpose of engine trending.	X	X						
(08)		Explain how the exhaust gas temperature is used to monitor turbine stress.	X	X	X	X	X			
(09)		Describe the effect of engine acceleration and deceleration on the EGT.	X	X	X	X				
(10)		Describe the possible effects on engine components when EGT limits are exceeded.	X	X	X	X	X			
(11)		Explain why engine-limit exceedances must be reported.	X	X	X	X	X			
(12)		Explain the limitations on the use of the thrust-reverser system at low forward speed.	X	X			X			
(13)		Explain the term 'engine seizure'.	X	X	X	X	X			
(14)		State the possible causes of engine seizure and explain their preventative measures.	X	X	X	X	X			
(15)		Describe the potential consequences of a leak in the following two designs of fuel and oil heat exchanger: — oil pressure higher than fuel pressure with oil leaking into the fuel system, potentially affecting the combustion and running	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		of the engine; — fuel pressure higher than oil pressure with fuel leaking into the oil system, potentially increasing the risk of a fire due to fuel entering warm parts of the engine that should be free from fuel.								
(16)		Explain oil-filter clogging (blockage) and the implications for the lubrication system.	X	X	X	X	X			
(17)		Give examples of monitoring instruments of an engine.	X	X	X	X	X			
(18)		Describe how to identify and assess engine damage based on instrument indications.	X	X	X	X	X			
021 11 04 02		Starting malfunctions								
(01)		Describe the indications and the possible causes of the following aeroplane starting malfunctions: — false (dry or wet) start; — tailpipe fire (torching); — hot start; — abortive (hung) start; — no N1 rotation; — no FADEC indications.	X	X						
(02)		Describe the indications and the possible causes of the following helicopter starting malfunctions: — false (dry or wet) start; — tailpipe fire (torching); — hot start; — abortive (hung) start; — no N1 rotation;			X	X	X			

SUBJECT 021 — AIRCRAFT GENERAL KNOWLEDGE — AIRFRAME, SYSTEMS AND POWER PLANT

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		— freewheel failure; — no FADEC indications.								
021 11 04 03		Relight envelope								
(01)		Explain the relight envelope.	X	X						
021 11 05 00		Performance aspects								
021 11 05 01		Thrust, performance aspects, and limitations								
(01)		Describe the variation of thrust and specific fuel consumption with altitude at constant TAS.	X	X						
(02)		Describe the variation of thrust and specific fuel consumption with TAS at constant altitude.	X	X						
(03)		Explain the term ‘flat-rated engine’ by describing the change of take-off thrust, turbine inlet temperature and engine rpm with outside air temperature (OAT).	X	X						
(04)		Define the term ‘engine pressure ratio’ (EPR).	X	X						
(05)		Explain the use of reduced (flexible) and derated thrust for take-off, and explain the advantages and disadvantages when compared with a full-rated take-off.	X	X						
(06)		Describe the effects of use of bleed air on rpm, EGT, thrust, and specific fuel consumption.	X	X						
021 11 05 02		Helicopter engine ratings, engine performance and limitations, engine handling: torque, performance aspects and limitations								
(01)		Describe engine rating torque limits for take-off, transient and maximum continuous.			X	X	X			
(02)		Describe turbine outlet temperature (TOT) limits for take-off.			X	X	X			

SUBJECT 021 — AIRCRAFT GENERAL KNOWLEDGE — AIRFRAME, SYSTEMS AND POWER PLANT

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
021 12 01 01		Types, design, operation, indications and warnings								
(01)		Explain the operating principle of the following types of smoke detection sensors: — optical; — ionising.	X	X	X	X	X			
(02)		Give an example of warnings, indications and function tests.	X	X	X	X	X			
021 12 02 00		Fire-protection systems								
021 12 02 01		Fire extinguishing (engine and cargo compartments)								
(01)		Explain the operating principle of a built-in fire-extinguishing system and describe its components.	X	X	X	X	X			
(02)		State that two discharges must be provided for each engine (see CS 25.1195(c) Fire-extinguisher systems).	X	X						
021 12 02 02		Fire detection								
(01)		Explain the following principles of fire detection: — resistance and capacitance; — gas pressure.	X	X	X	X	X			
(02)		Explain fire-detection applications such as: — bimetallic; — continuous loop; — gaseous loop (gas-filled detectors).	X	X	X	X	X			
(03)		Explain why generally double-loop systems are used.	X	X	X	X	X			
(04)		Give an example of warnings, indications and function tests of a fire-protection system.	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
021 12 03 00		Rain-protection system								
021 12 03 01		<i>Principle and method of operation</i>								
(01)		Explain the principle and method of operation of the following windshield rain-protection systems for an aeroplane: — wipers; — liquids (rain-repellent); — coating.	X	X						
(02)		Explain the principle and method of operation of wipers for a helicopter.			X	X	X			
021 13 00 00		OXYGEN SYSTEMS								
021 13 01 00		Cockpit, portable and chemical oxygen systems								
021 13 01 01		<i>Operating principles, actuation methods, comparison</i>								
(01)		Describe the basic operating principle of a cockpit oxygen system and describe the following different modes of operation: — normal (diluter demand); — 100 %; — emergency.	X	X						
(02)		Describe the operating principle and the purposes of the following two portable oxygen systems: — smoke hood; — portable bottle.	X	X						
(03)		Describe the following two oxygen systems that can be used to supply oxygen to passengers: — fixed system (chemical oxygen generator or gaseous system);	X	X						

SUBJECT 021 — AIRCRAFT GENERAL KNOWLEDGE — AIRFRAME, SYSTEMS AND POWER PLANT

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(01)		Describe the following rotor-head systems: — teetering (semi-articulated); — articulated; — hingeless (rigid); — bearingless (semi-articulated).			X	X	X			
(02)		Describe in basic terms the following configuration of rotor systems and their advantages and disadvantages: — tandem; — coaxial; — side by side.			X	X	X			
(03)		Explain how flapping, dragging and feathering is achieved in each rotor-head system.			X	X	X			
021 15 01 02		Structural components and materials, stresses, structural limitations								
(01)		Identify from a diagram the main structural components of the main types of rotor-head systems.			X	X	X			
(02)		List and describe the methods used to detect damage and cracks.			X	X	X			
(03)		Explain and describe the structural limitations to respective rotor systems, including the dangers of negative G inputs to certain rotor-head systems.			X	X	X			
(04)		Describe the various rotor-head lubrication methods.			X	X	X			
021 15 01 03		Design and construction								
(01)		Describe the material technology used in rotor-head design, including construction, using the following materials or mixture of materials:			X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		<ul style="list-style-type: none"> — composites; — fibreglass; — alloys; — elastomers. 								
021 15 01 04		Adjustment								
(01)		Describe and explain the methods of adjustment which are possible on various helicopter rotor-head assemblies.			X	X	X			
021 15 02 00		Tail rotor								
021 15 02 01		Types								
(01)		Describe the following tail-rotor systems: <ul style="list-style-type: none"> — delta-3 hinge effect; — multi-bladed delta-3 effect; — Fenestron or ducted fan tail rotor; — no tail rotor (NOTAR) low-velocity air jet flows from tangential slots (the Coandă effect); — NOTAR high-velocity air jet flows from adjustable nozzles (the Coandă effect). 			X	X	X			
(02)		Identify from a diagram the main structural components of the four main types of tail-rotor systems.			X	X	X			
(03)		Explain and describe the methods to detect damage and cracks on the tail rotor and assembly.			X	X	X			
(04)		Explain and describe the structural limitations to the respective tail-rotor systems and possible limitations regarding the turning rate of the helicopter.			X	X	X			
(05)		Explain and describe the following methods that helicopter			X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		designers use to minimise tail-rotor drift and roll: <ul style="list-style-type: none"> — reducing the couple arm (tail rotor on a pylon); — offsetting the rotor mast; — use of ‘bias’ in cyclic control mechanism. 								
(06)		Explain pitch-input mechanisms.			X	X	X			
(07)		Explain the relationship between tail-rotor thrust and engine power.			X	X	X			
(08)		Describe how the vertical fin on some types reduces the power demand of the tail rotor.			X	X	X			
021 15 02 02		Design and construction								
(01)		List and describe the various tail-rotor designs and construction methods used on helicopters currently in service.			X	X	X			
021 16 00 00		HELICOPTER: TRANSMISSION								
021 16 01 00		Main gearbox								
021 16 01 01		Different types, design, operation, limitations								
(01)		Describe the following main principles of helicopter transmission systems for single- and twin-engine helicopters: <ul style="list-style-type: none"> — drive for the main and tail rotor; — accessory drive for the generator(s), alternator(s), hydraulic and oil pumps, oil cooler(s) and tachometers. 			X	X	X			
(02)		Describe the reason for limitations on multi-engine helicopter transmissions in various engine-out situations.			X	X	X			
(03)		Describe how the passive vibration control works with gearbox mountings.			X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
021 16 02 00		Rotor brake								
021 16 02 01		<i>Types, operational considerations</i>								
(01)		Describe the main function of the disc type of rotor brake.			X	X	X			
(02)		Describe both hydraulic- and cable-operated rotor-brake systems.			X	X	X			
(03)		Describe the different options for the location of the rotor brake.			X	X	X			
(04)		List the following operational considerations for the use of rotor brakes: — rotor speed at engagement of rotor brake; — risk of blade sailing in windy conditions; — risk of rotor-brake overheating and possible fire when brake is applied above the maximum limit, particularly when spilled hydraulic fluid is present; — avoid stopping blades over jet-pipe exhaust with engine running; — cockpit annunciation of rotor-brake operation.			X	X	X			
021 16 03 00		Auxiliary systems								
021 16 03 01		<i>Powering the air-conditioning system</i>								
(01)		Explain how power for the air-conditioning system is taken from the auxiliary gearbox.			X	X	X			
021 16 04 00		Driveshaft and associated installation								
021 16 04 01		<i>Power, construction, materials, speed and torque</i>								
(01)		Describe how power is transmitted from the engine to the main-rotor gearbox.			X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(02)		Describe the material and construction of the driveshaft.			X	X	X			
(03)		Explain the need for alignment between the engine and the main-rotor gearbox.			X	X	X			
(04)		Identify how temporary misalignment occurs between driving and driven components.			X	X	X			
(05)		Explain the relationship between driveshaft speed and torque.			X	X	X			
(06)		Describe the methods with which power is delivered to the tail rotor.			X	X	X			
(07)		Describe and identify the construction and materials of tail-rotor/Fenestron driveshafts.			X	X	X			
021 16 05 00		Intermediate and tail gearbox								
021 16 05 01		Lubrication, gearing								
(01)		Explain and describe the various arrangements when the drive changes direction and the need for an intermediate or tail gearbox.			X	X	X			
(02)		Explain the lubrication requirements for intermediate and tail-rotor gearboxes and methods of checking levels.			X	X	X			
(03)		Explain how on most helicopters the tail-rotor gearbox contains gearing, etc., for the tail-rotor pitch-change mechanism.			X	X	X			
021 16 06 00		Clutches								
021 16 06 01		Purpose, operation, components, serviceability								
(01)		Explain the purpose of a clutch.			X	X	X			
(02)		Describe and explain the operation of a:			X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
021 17 01 00		Main-rotor design and blade design								
021 17 01 01		<i>Design, construction</i>								
(01)		Describe the different types of blade construction and the need for torsional stiffness.			X	X	X			
(02)		Describe the principles of heating systems/pads on some blades for anti-icing/de-icing.			X	X	X			
(03)		Describe the fully articulated rotor with hinges and feathering hinges.			X	X	X			
021 17 01 02		<i>Structural components and materials</i>								
(01)		List the materials used in the construction of main-rotor blades.			X	X	X			
(02)		List the main structural components of a main-rotor blade and their function.			X	X	X			
(03)		Describe the drag hinge of the fully articulated rotor and the lag flexure in the hingeless rotor.			X	X	X			
(04)		Explain the necessity for drag dampers.			X	X	X			
021 17 01 03		<i>Forces and stresses</i>								
(01)		Describe main-rotor blade-loading on the ground and in flight.			X	X	X			
(02)		Describe where the most common stress areas are on rotor blades.			X	X	X			
(03)		Show how the centrifugal forces depend on rotor rpm and blade mass and how they pull on the blade's attachment to the hub. Justify the upper limit of the rotor rpm.			X	X	X			
(04)		Assume a rigid attachment and show how thrust may cause huge			X	X	X			

SUBJECT 021 — AIRCRAFT GENERAL KNOWLEDGE — AIRFRAME, SYSTEMS AND POWER PLANT

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(01)		Explain blade imbalances, causes, and effects.			X	X	X			
021 17 02 00		Tail-rotor design and blade design								
021 17 02 01		<i>Design, construction</i>								
(01)		Describe the most common design of tail-rotor blade construction, consisting of stainless steel shell reinforced by a honeycomb filler and stainless steel leading abrasive strip.			X	X	X			
(02)		Explain that ballast weights are located at the inboard trailing edge and tip of blades, and that the weights used are determined when the blades are manufactured.			X	X	X			
(03)		Describe how, for some helicopters, anti-icing/de-icing systems are designed into the blade construction.			X	X	X			
(04)		Describe the two-bladed rotor with a teetering hinge, and rotors with more than two blades.			X	X	X			
(05)		Describe the dangers to ground personnel and to the rotor blades, and how to minimise these dangers.			X	X	X			
021 17 02 02		<i>Intentionally left blank</i>								
021 17 02 03		<i>Stresses, vibrations and balancing</i>								
(01)		Describe the tail-rotor blade-loading on the ground and in flight.			X	X	X			
(02)		Explain the sources of vibration of the tail rotor and the resulting high frequencies.			X	X	X			
(03)		Explain balancing and tracking of the tail rotor.			X	X	X			
021 17 02 04		<i>Structural limitations</i>								
(01)		Describe the structural limitations of the tail-rotor blades.			X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(02)		Describe the method of checking the strike indicators placed on the tip of some tail-rotor blades.			X	X	X			
021 17 02 05		Adjustment								
(01)		Describe the adjustment of yaw pedals in the cockpit to obtain full-control authority of the tail rotor.			X	X	X			
021 17 02 06		The Fenestron								
(01)		Describe the technical layout of a Fenestron tail rotor.			X	X	X			
(02)		Explain the advantages and disadvantages of a Fenestron tail rotor.			X	X	X			
021 17 02 07		No tail rotor (NOTAR)								
(01)		Describe the technical layout of a NOTAR design.			X	X	X			
(02)		Explain the control concepts of a NOTAR.			X	X	X			
(03)		Explain the advantages and disadvantages of a NOTAR design.			X	X	X			

Appendix to Annex I to ED Decision 2018/001/R

**'Acceptable Means of Compliance (AMCs) and Guidance Material (GM) to Part-FCL
Amendment 4'**

Appendix

**'SUBJECT 022 — AIRCRAFT GENERAL KNOWLEDGE —
INSTRUMENTATION'**

to

AMC1 FCL.310; FCL.515(b); FCL.615(b)

'Theoretical knowledge examinations'

SUBJECT 022 — AIRCRAFT GENERAL KNOWLEDGE — INSTRUMENTATION

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
020 00 00 00		AIRCRAFT GENERAL KNOWLEDGE								
022 00 00 00		AIRCRAFT GENERAL KNOWLEDGE — INSTRUMENTATION								
022 01 00 00		SENSORS AND INSTRUMENTS								
022 01 01 00		Pressure gauge								
022 01 01 01		<i>Units for pressure, sensor types, measurements</i>								
(01)	X	Define 'pressure', 'absolute pressure' and 'differential pressure'.	X	X	X	X	X			
(02)	X	List the following units used for pressure measurement: — Pascal; — bar; — inches of mercury (in Hg); — pounds per square inch (psi).	X	X	X	X	X			
(03)	X	State the relationship between the different units.	X	X	X	X	X			
(04)		List and describe the following different types of sensors used according to the pressure to be measured: — aneroid capsules; — bellows; — diaphragms; — bourdon tube.	X	X	X	X	X			
(05)		Identify pressure measurements that are applicable to an aircraft:	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
		<ul style="list-style-type: none"> — liquid-pressure measurement (fuel, oil, hydraulic); — air-pressure measurement (bleed-air systems, air-conditioning systems); — engine-pressure measurement manifold pressure (MAP), engine pressure ratio (EPR). 								
(06)		Identify and read pressure measurement indications both for engine indications and other systems.	X	X	X	X	X			
(07)		Explain the implications of the following pressure measurement errors both for engine indications and other systems: <ul style="list-style-type: none"> — loss of pressure sensing; — incorrect pressure indications. 	X	X	X	X	X			
022 01 02 00		Temperature sensing								
022 01 02 01		Units for temperature, measurements								
(01)	X	Explain temperature.	X	X	X	X	X			
(02)	X	List the following units that can be used for temperature measurement: <ul style="list-style-type: none"> — Kelvin; — Celsius; — Fahrenheit. 	X	X	X	X	X			
(03)	X	State the relationship between these units and convert between them.	X	X	X	X	X			
(04)		Identify temperature measurements that are applicable to an aircraft: <ul style="list-style-type: none"> — gas temperature measurement (ambient air, bleed- 	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
		air systems, air-conditioning systems, air inlet, exhaust gas, gas turbine outlets); — liquid-temperature measurement (fuel, oil, hydraulic); — component-temperature measurement (generator, transformer rectifier unit (TRU), pumps (fuel, hydraulic), power transfer unit (PTU).								
(05)		Identify and read temperature measurement indications for both engine indications and other systems.	X	X	X	X	X			
022 01 03 00		Fuel gauge								
022 01 03 01		Units for fuel, measurements, fuel gauges								
(01)		State that the quantity of fuel can be measured by volume or mass.	X	X	X	X	X			
(02)		List the following units used for fuel quantity: — kilogramme; — pound; — litres; — gallons (US and imperial).	X	X	X	X	X			
(03)		Convert between the various units.	X	X	X	X	X			
(04)		Explain the parameters that can affect the measurement of the volume or mass of the fuel in a fuel tank: — temperature; — aircraft accelerations and attitudes; — and explain how the fuel-gauge system design compensates for these changes.	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
(05)		Describe and explain the operating principles of the following types of fuel gauges: — float system; — capacitance-type of fuel-gauge system. — ultrasound-type of fuel-gauge system: to be introduced at a later date.	X	X	X	X	X			
(06)		Describe and complete a typical post-refuelling procedure for a pilot: — recording the volume that was filled; — converting to the appropriate unit used by the aircraft fuel gauge(s) to compare the actual indicated fuel content to the calculated fuel content; — assess appropriate action if the numbers does not compare.	X	X	X	X	X			
022 01 04 00		Fuel flowmeters								
022 01 04 01		Fuel flow, units for fuel flow, total fuel consumption								
(01)		Define 'fuel flow' and where it is measured.	X	X	X	X	X			
(02)		State that fuel flow may be measured by volume or mass per unit of time.	X	X	X	X	X			
(03)		List the following units used for fuel flow when measured by mass per hour: — kilogrammes/hour; — pounds/hour.	X	X	X	X	X			
(04)		List the following units used for fuel flow when measured by volume per hour:	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
		<ul style="list-style-type: none"> — litres/hour; — imperial gallons/hour; — US gallons/hour. 								
(05)		Explain how total fuel consumption is obtained.	X	X	X	X	X			
022 01 05 00		Tachometer								
022 01 05 01		<i>Types, operating principles, units for engine speed</i>								
(01)	X	List the following types of tachometers, describe their basic operating principle and give examples of use: <ul style="list-style-type: none"> — mechanical (rotating magnet); — electrical (three-phase tacho-generator); — electronic (impulse measurement with speed probe and phonic wheel); — and describe the operating principle of each type. 	X	X	X	X	X			
(02)		Explain the typical units for engine speed: <ul style="list-style-type: none"> — rpm for piston-engine aircraft; — percentage for turbine-engine aircraft. 	X	X	X	X	X			
(03)		Explain that some types of rpm indicators require electrical power to provide an indication.	X	X	X	X	X			
022 01 06 00		Thrust measurement								
022 01 06 01		<i>Parameters, operating principle</i>								
(01)		List and describe the following two parameters used to represent thrust: <ul style="list-style-type: none"> — N1; 	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
022 01 08 01		<i>Purpose, operating principle, display</i>								
(01)		State the purpose of a synchroscope.	X	X						
(02)	X	Explain the operating principle of a synchroscope.	X	X						
(03)		Give examples of display.	X	X						
022 01 09 00		Engine-vibration monitoring								
022 01 09 01		<i>Purpose, operating principle of a vibration-monitoring system, display</i>								
(01)		State the purpose of a vibration-monitoring system for a jet engine.	X	X						
(02)	X	Describe the operating principle of a vibration-monitoring system using the following two types of sensors: — piezoelectric crystal; — magnet.	X	X						
(03)		Explain that there is no specific unit for vibration monitoring, i.e. it is determined by specified numeric threshold values.	X	X						
(04)		Give examples of display.	X	X						
022 01 10 00		Time measurement								
022 01 10 01		<i>On-board clock</i>								
(01)		Explain that the on-board aircraft clock provides a time reference for several of the on-board systems including aircraft communications addressing and reporting system (ACARS) and engine and systems maintenance.	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
(02)		Explain the purpose of temperature probe heating and interpret the effect of heating on sensed temperature unless automatically compensated for.	X	X	X	X	X	X		
022 02 03 00		Angle-of-attack (AoA) measurement								
022 02 03 01		Sensor types, operating principles, ice protection, displays, incorrect indications								
(01)		Describe the following two types of AoA sensors: — null-seeking (slotted) probe; — vane detector.	X	X						
(02)		For each type, explain the operating principles.	X	X						
(03)		Explain how both types are protected against ice.	X	X						
(04)		Give examples of systems that use the AoA as an input, such as: — air-data computer; — stall warning systems; — flight-envelope protection systems.	X	X						
(05)		Give examples of and interpret different types of AoA displays: — simple light arrays of green, amber and red lights; — gauges showing a numerical scale.	X	X						
(06)		Explain the implications for the pilot if the AoA indication becomes incorrect but still provides data, e.g. if the sensor is frozen in a fixed position.	X	X						
(07)		Explain how an incorrect AoA measurement can affect the	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
		<ul style="list-style-type: none"> — different airspeed indications between ASIs; — unexpected aircraft behaviour; — buffeting; — aircraft systems warning; — aircraft attitude. 								
(10)		Describe the appropriate procedures available to the pilot in the event of unreliable airspeed indications: <ul style="list-style-type: none"> — combination of a pitch attitude and power setting; — ambient wind noise inside the aircraft; — use of GPS speed indications and the associated limitations. 	X	X	X	X	X	X	X	
022 02 07 00		Machmeter								
022 02 07 01		<i>Operating principle, display, CAS, TAS and Mach number</i>								
(01)		Define ‘Mach number’ and ‘local speed sound’ (LSS). Calculate between LSS, TAS and Mach number.	X							
(02)	X	Describe the operating principle of a Machmeter.	X							
(03)	X	Explain why a Machmeter does not suffer from compressibility error.	X							
(04)		Give examples of a Machmeter display: pointer, drum, vertical straight scale, digital.	X							
(05)		Describe the effects on a Machmeter of a blockage or a leakage in the static or total pressure line(s).	X							
(06)		Explain the relationship between CAS, TAS and Mach number.	X							

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
022 04 06 00		Solid-state systems — attitude and heading reference system (AHRS)	X	X	X	X	X	X		
022 04 06 01		Components, indications								
(01)		Explain that the AHRS is a replacement for traditional gyros using solid-state technology with no moving parts and is a single unit consisting of: <ul style="list-style-type: none"> — solid-state accelerometers; — solid-state rate sensor gyroscopes; — solid-state magnetometers (measurement of the Earth's magnetic field). 	X	X	X	X	X	X	X	
(02)		Explain that the AHRS senses rotation and acceleration for all three axes and senses the direction of the Earth's magnetic field where the indications are normally provided on electronic screens (electronic flight instrument system (EFIS)).	X	X	X	X	X	X	X	
022 05 00 00		INERTIAL NAVIGATION								
022 05 01 00		Basic principles								
022 05 01 01		Systems								
(01)		State that inertial navigation/reference systems are the main source of attitude and one of the main sources of navigational data in commercial air transport aeroplanes.	X		X	X				
(02)		State that inertial systems require no external input, except TAS, to determine aircraft attitude and navigational data.	X		X	X				

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
(03)		State that earlier gyro mechanically stabilised platforms are (technically incorrectly but conventionally) referred to as inertial navigation systems (INSs) and more modern fixed (strap down) platforms are conventionally referred to as inertial reference systems (IRSs). INSs can be considered to be stand-alone, whereas IRSs are integrated with the FMS.	X		X	X				
(04)		Explain the basic principles of inertial navigation (including double integration of measured acceleration and the necessity for north–south, east–west and vertical components to be measured/extracted).	X		X	X				
(05)		Explain the necessity of applying correction for transport precession, and Earth rate precession, coriolis and gravity.	X		X	X				
(06)		State that in modern aircraft fitted with inertial reference system (IRS) and flight management system (FMS), the flight management computer (FMC) position is normally derived from a mathematical analysis of IRS, global positioning system (GPS), and distance measuring equipment (DME) data, VHF omnidirectional radio range (VOR) and LOC.	X		X	X				
(07)		List all navigational data that can be determined by a stand-alone inertial navigation system.	X		X	X				
(08)		State that a strap-down system is fixed to the structure of the aircraft and normally consists of three laser ring gyros and three accelerometers.	X		X	X				
(09)		State the differences between a laser ring gyro and a	X		X	X				

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
		conventional mechanical gyro.								
022 05 02 00		Alignment and operation								
022 05 02 01		Alignment process, incorrect data entry, and control panels								
(01)		State that during the alignment process, the inertial platform is levelled (INS) or the local vertical is determined (IRS), and true north/aircraft heading is established.	X		X	X				
(02)		Explain that the aircraft must be stationary during alignment, the aircraft position is entered during the alignment phase, and that the alignment process takes around 10 to 20 minutes at mid latitudes (longer at high latitudes).	X		X	X				
(03)		State that in-flight realignment is not possible and loss of alignment leads to loss of navigational data although attitude information may still be available.	X		X	X				
(04)		Explain that the inertial navigation system (INS) platform is maintained level and north-aligned after alignment is complete and the aircraft is in motion.	X		X	X				
(05)		State that an incorrect entry of latitude may lead to a loss of alignment and is more critical than the incorrect entry of longitude.	X		X	X				
(06)		State that the positional error of a stand-alone INS varies (a typical value can be quoted as 1–2 NM/h) and is dependent on the gyro drift rate, accelerometer bias, misalignment of the platform, and computational errors.	X		X	X				

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
(07)		Explain that, on a modern aircraft, there is likely to be an air-data inertial reference unit (ADIRU), which is an inertial reference unit (IRU) integrated with an air-data computer (ADC).	X		X	X				
(08)		Identify examples of IRS control panels.	X		X	X				
(09)		Explain the following selections on the IRU mode selector: — NAV (normal operation); — ATT (attitude only).	X		X	X				
(10)		State that the majority of the IRS data can be accessed through the FMS control and display unit (CDU)/flight management and guidance system (FMGS) multifunctional control and display unit (MCDU).	X		X	X				
(11)		Describe the procedure available to the pilot for assessing the performance of individual IRUs after a flight: — reviewing the residual indicated ground speed when the aircraft has parked; — reviewing the drift given as NM/h.	X		X	X				
022 06 00 00		AEROPLANE: AUTOMATIC FLIGHT CONTROL SYSTEMS								
022 06 01 00		General								
022 06 01 01		Definitions and control loops								
(01)		Describe the following purposes of an automatic flight control system (AFCS): — enhancement of flight controls;	X	X				X		

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
		— reduction of pilot workload.								
(02)		Define and explain the following two functions of an AFCS: — aircraft control: stabilise the aircraft around its centre of gravity (CG); — aircraft guidance: guidance of the aircraft's flight path.	X	X				X		
(03)		Describe the following two automatic control principles: — closed loop, where a feedback from an action or state is compared to the desired action or state; — open loop, where there is no feedback loop.	X	X						
(04)		List the following elements of a closed-loop control system and explain their basic function: — input signal; — error detector; — signal processor providing a measured output signal according to set criteria or laws; — control element such as an actuator; — feedback signal to error detector for comparison with input signal.	X	X						
(05)		Describe how a closed-loop system may enter a state of self-induced oscillation if the system overcompensates for deviations from the desired state.	X	X						
(06)		Explain how a state of self-induced oscillations may be detected and describe the effects of self-induced oscillations: — aircraft controllability;	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
		<ul style="list-style-type: none"> — aircraft safety; — timely manual intervention as a way of mitigating loss of control; — techniques that may be used to maintain positive control of the aircraft. 								
022 06 02 00		Autopilot system								
022 06 02 01		Design and operation								
(01)		Define the three basic control channels.	X	X						
(02)		Define the three different types of autopilots: <ul style="list-style-type: none"> — single or 1 axis (roll); — 2 axes (pitch and roll); — 3 axes (pitch, roll and yaw); 	X	X						
(03)		Describe the purpose of the following components of an autopilot system: <ul style="list-style-type: none"> — flight control unit (FCU), mode control panel (MCP) or equivalent; — flight mode annunciator (FMA) (see Subject 022 06 04 00); — autopilot computer; — actuator. 	X	X						
(04)		Explain the following lateral modes: <ul style="list-style-type: none"> — heading (HDG)/track (TRK); — VOR (VOR)/localiser (LOC); — lateral navigation/managed navigation (LNAV or NAV). 	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
(05)		Describe the purpose of control laws for pitch and roll modes.	X	X						
(06)		Explain the following vertical modes: <ul style="list-style-type: none"> — vertical speed (V/S); — flight path angle (FPA); — level change (LVL CHG)/open climb (OP CLB) or open descent (OP DES); — speed reference system (SRS); — altitude (ALT) hold; — vertical navigation (VNAV)/managed climb (CLB) or descent (DES); — glideslope (G/S). 	X	X						
(07)		Describe how the autopilot uses speed, aircraft configuration or flight phase as a measure for the magnitude of control inputs and how this may affect precision and stability.	X	X						
(08)		Explain the following mixed modes: <ul style="list-style-type: none"> — take-off; — go-around; — approach (APP). 	X	X						
(09)		Describe the two types of autopilot configurations and explain the implications to the pilot for either and when comparing the two principles: <ul style="list-style-type: none"> — flight-deck controls move with the control surface when the autopilot is engaged; — flight-deck controls remain static when the autopilot 	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
		is engaged.								
(10)		Describe the purpose of the following inputs and outputs for an autopilot system: <ul style="list-style-type: none"> — attitude information; — flight path/trajectory information; — control surface position information; — airspeed information; — aircraft configuration information; — FCU/MCP selections; — FMAs. 	X	X						
(11)		Describe the purpose of the synchronisation function when engaging the autopilot and explain why the autopilot should be engaged when the aircraft is in trim.	X	X						
(12)		Define the control wheel steering (CWS) mode as manual manoeuvring of the aircraft through the autopilot computer and autopilot servos/actuators using the control column/control wheel.	X	X						
(13)		Describe the following elements of CWS: <ul style="list-style-type: none"> — CWS as an autopilot mode; — flight phases where CWS cannot be used; — whether the pilot or the autopilot is controlling the flight path; — the availability of flight path/performance protections; — potential different feel and control response compared to manual flight. 	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
(14)		Describe touch control steering (TCS) and highlight the differences when compared to CWS: <ul style="list-style-type: none"> — autopilot remains engaged but autopilot servos/actuators are disconnected from the control surfaces; — manual control of the aircraft as long as TCS button is depressed; — autopilot servos/actuators reconnect when TCS button is released and the autopilot returns to previously engaged mode(s). 	X	X				X		
(15)		Explain that only one autopilot may be engaged at any time except for when APP is armed in order to facilitate a fail-operational autoland.	X	X				X		
(16)		Explain the difference between an armed and an engaged mode: <ul style="list-style-type: none"> — not all modes have an armed state available; — a mode will only become armed if certain criteria are met; — an armed mode will become engaged (replacing the previously engaged mode, if any) when certain criteria are met. 	X	X				X		
(17)		Describe the sequence of events when a mode is engaged and the different phases: <ul style="list-style-type: none"> — initial phase where attitude is changed to obtain a new trajectory in order to achieve the new parameter; — the trajectory will be based on rate of closure which 	X	X				X		

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
		<p>is again based on the difference between the original parameter and the new parameter;</p> <ul style="list-style-type: none"> — capture phase where the aircraft will follow a predefined rate of change of trajectory to achieve the new parameter without overshooting/undershooting; — tracking or hold phase where the aircraft will maintain the set parameter until a new change has been initiated. 								
(18)		<p>Explain automatic mode reversion and typical situations where it may occur:</p> <ul style="list-style-type: none"> — no suitable data for the current mode such as flight plan discontinuity when in LNAV/managed NAV; — change of parameter during capture phase for original parameter such as change of altitude target during ALT ACQ/ALT*; — mismanagement of a mode resulting in engagement of the autopilot envelope protection, e.g. selecting excessive V/S resulting in a loss of speed control. 	X	X				X		
(19)		<p>Explain the dangers of mismanagement of the following modes:</p> <ul style="list-style-type: none"> — use of V/S and lack of speed protection, i.e. excessive V/S or FPA may be selected with subsequent uncontrolled loss or gain of airspeed; — arming VOR/LOC or APP outside the protected area of the localiser or ILS. 	X	X				X		
(20)		Describe how failure of other systems may influence the availability of the autopilot and how incorrect data	X	X				X		

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
		from other systems may result in an undesirable aircraft state, potentially without any failure indications. Explain the importance of prompt and appropriate pilot intervention during such events.								
(21)		Explain an appropriate procedure for disengaging the autopilot and why both aural and visual warnings are used to indicate that the autopilot is being disengaged: <ul style="list-style-type: none"> — temporary warning for intended disengagement using the design method; — continuous warning for unintended disengagement or using a method other than the design method. 	X	X				X		
(22)		Explain the following regarding autopilot and aircraft with manual trim: <ul style="list-style-type: none"> — the autopilot may not engage unless the aircraft controls are in trim; — the aircraft will normally be in trim when the autopilot is disconnected; — use of manual trim when the autopilot is engaged will normally lead to autopilot disconnection and a risk of an out-of-trim situation. 	X	X				X		
022 06 03 00		Flight director: design and operation								
022 06 03 01		<i>Purpose, use, indications, modes, data</i>								
(01)		Explain the purpose of a flight director system.	X	X				X		
(02)		Describe the different types of display: <ul style="list-style-type: none"> — pitch and roll crossbars; 	X	X				X		

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
		— V-bar.								
(03)		Explain the differences between a flight director and an autopilot and how the flight director provides a means of cross-checking the control/guidance commands sent to the autopilot.	X	X				X		
(04)		Explain why the flight director must be followed when engaged/shown, and describe the appropriate use of the flight director: — flight director only; — autopilot only; — flight director and autopilot; — typical job-share between pilots (pilot flying (PF)/pilot monitoring (PM)) for selecting the parameters when autopilot is engaged versus disengaged.	X	X				X		
(05)		Give examples of different scenarios and the resulting flight director indications.	X	X				X		
(06)		Explain that the flight director computes and indicates the direction and magnitude of control inputs required in order to achieve an attitude to follow a trajectory.	X	X				X		
(07)		Explain how the modes available for the flight director are the same as those available for the autopilot, and that the same panel (FCU/MCP) is normally used for selection.	X	X				X		
(08)		Explain the importance of checking the FMC data or selected autopilot modes through the FMA when using the flight directors. If the flight directors are showing	X	X				X		

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
		incorrect guidance, they should not be followed and should be turned off.								
022 06 04 00		Aeroplane: flight mode annunciator (FMA)								
022 06 04 01		<i>Purpose, modes, display scenarios</i>								
(01)		Explain the purpose of FMAs and their importance being the only indication of the state of a system rather than a switch position.	X	X				X		
(02)		Describe where the FMAs are normally shown and how the FMAs will be divided into sections (as applicable to aircraft complexity): — vertical modes; — lateral modes; — autothrust modes; — autopilot and flight director annunciators; — landing capability.	X	X				X		
(03)		Explain why FMAs for engaged or armed modes have different colour or different font size.	X	X				X		
(04)		Describe the following FMA display scenarios: — engagement of a mode; — mode change from armed to becoming engaged; — mode reversion.	X	X				X		
(05)		Explain the importance of monitoring the FMAs and announcing mode changes at all times (including when selecting a new mode) and why only certain mode changes will be accompanied by an aural notification or	X	X				X		

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
		additional visual cues.								
(06)		Describe the consequences of not understanding what the FMAs imply or missing mode changes, and how it may lead to an undesirable aircraft state.	X	X				X		
022 06 05 00		Autoland								
022 06 05 01		Design and operation								
(01)		Explain the purpose of an autoland system.	X					X		
(02)		Explain the significance of the following components required for an autoland: — autopilot; — autothrust; — radio altimeter; — ILS receivers.	X					X		
(03)		Explain the following terms (reference to CS-AWO ‘All Weather Operations’): — fail-passive automatic landing system; — fail-operational automatic landing system; — fail-operational hybrid landing system; — alert height.	X							
(04)		Describe the autoland sequence including the following: — FMAs regarding the landing capability of the aircraft; — the significance of monitoring the FMAs to ensure the automatic arming/engagement of modes triggered by defined radio altitudes or other	X							

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
		thresholds; — in the event of a go-around, that the aircraft performs the go-around manoeuvre both by reading the FMAs and supporting those readings by raw data; — during the landing phase, that 'FLARE' mode engages at the appropriate radio altitude, including typical time frame and actions if 'FLARE' does not engage; — after landing, that 'ROLL-OUT' mode engages and the significance of disconnecting the autopilot prior to vacating the runway.								
(05)		Explain that there are operational limitations in order to legally perform an autoland beyond the technical capability of the aircraft.	X							
(06)		Explain the purpose and significance of alert height, describe the indications and implications, and consider typical pilot actions for a failure situation: — above the alert height; — below the alert height.	X							
(07)		Describe typical failures that, if occurring below the alert height, will trigger a warning: — all autopilots disengage; — loss of ILS signal or components thereof; — excessive ILS deviations; — radio-altimeter failure.	X							
(08)		Describe how the failure of various systems, including systems not directly involved in the autoland process,	X							

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
		can influence the ability to perform an autoland or affect the minima down to which the approach may be conducted.								
(09)		Describe the fail-operational hybrid landing system as a primary fail-passive automatic landing system with a secondary independent guidance system such as a head-up display (HUD) to enable the pilot to complete a manual landing if the primary system fails.	X							
022 07 00 00		HELICOPTER: AUTOMATIC FLIGHT CONTROL SYSTEMS								
022 07 01 00		General principles								
022 07 01 01		Stabilisation								
(01)		Explain the similarities and differences between SAS and AFCS (the latter can actually fly the helicopter to perform certain functions selected by the pilot). Some AFCSs just have altitude and heading hold whilst others include a vertical speed or IAS hold mode, where a constant rate of climb/descent or IAS is maintained by the AFCS.			X	X	X			
022 07 01 02		Reduction of pilot workload								
(01)		Appreciate how effective the AFCS is in reducing pilot workload by improving basic aircraft control harmony and decreasing disturbances.			X	X	X			
022 07 01 03		Enhancement of helicopter capability								
(01)		Explain how an AFCS improves helicopter flight safety during: — search and rescue (SAR) because of increased			X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
		<ul style="list-style-type: none"> capabilities; — flight by sole reference to instruments; — underslung load operations; — white-out conditions in snow-covered landscapes; — an approach to land with lack of visual cues. 								
(02)		<p>Explain that the SAR modes of AFCS include the following functions:</p> <ul style="list-style-type: none"> — ability to autohover; — facility for mark on target (MOT) approach to hover; — automatically transition from cruise down to a predetermined point or over-flown point; — ability for the rear crew to move the helicopter around in the hover; — the ability to automatically transition from the hover back to cruise flight; — the ability to fly various search patterns. 			X	X	X			
(03)		Explain that earlier autohover systems use Doppler velocity sensors and modern systems use inertial sensors plus GPS, and normally include a two-dimensional hover-velocity indicator for the pilots.			X	X	X			
(04)		Explain why some SAR helicopters have both radio-altimeter height hold and barometric altitude hold.			X	X	X			
022 07 01 04		Failures								
(01)		Explain the various redundancies and independent systems that are built into the AFCSs.			X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
(01)		Describe the typical layout of the AFCS control panel.			X	X	X			
(02)		Describe the system indications and warnings.			X	X	X			
022 07 02 05		Operation								
(01)		Explain the functions of the redundant sensors' simplex and duplex channels (single/dual channel).			X	X	X			
022 07 03 00		Stability augmentation system (SAS)								
022 07 03 01		General principles and operation								
(01)		Explain the general principles and operation of an SAS with regard to: <ul style="list-style-type: none"> — rate damping; — short-term attitude hold; — effect on static stability; — effect on dynamic stability; — aerodynamic cross-coupling; — effect on manoeuvrability; — control response; — engagement/disengagement; — authority. 			X	X	X			
(02)		Explain and describe the general working principles and primary use of an SAS by damping pitch, roll and yaw motions.			X	X	X			
(03)		Describe a simple SAS with force trim system which uses magnetic clutch and springs to hold cyclic control in the position where it was last released.			X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
(04)		Explain the interaction of trim with SAS/stability and control augmentation system (SCAS).			X	X	X			
(05)		Appreciate that the system can be overridden by the pilot and that individual channels can be deselected.			X	X	X			
(06)		Describe the operational limits of the system.			X	X	X			
(07)		Explain why the system should be turned off in severe turbulence or when extreme flight attitudes are reached.			X	X	X			
(08)		Explain the safety design features built into some SASs to limit the authority of the actuators to 10–20 % of the full-control throw in order to allow the pilot to override if actuators demand an unsafe control input.			X	X	X			
(09)		Explain how cross-coupling produces an adverse effect on roll-to-yaw coupling when the helicopter is subjected to gusts.			X	X	X			
(10)		Explain the collective-to-pitch coupling, side-slip-to-pitch coupling and inter-axis coupling.			X	X	X			
022 07 04 00		Autopilot — automatic stability equipment								
022 07 04 01		General principles								
(01)		Explain the general autopilot principles with regard to: — long-term attitude hold; — fly-through; — changing the reference (beep trim, trim release).			X	X	X			
022 07 04 02		Basic modes (3/4 axes)								
(01)		Explain the AFCS operation on cyclic axes (pitch/roll), yaw			X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
		axis, and on collective (fourth axis).								
022 07 04 03		Automatic guidance (upper modes of AFCS)								
(01)		Explain the function of the attitude-hold system in an AFCS.			X	X	X			
(02)		Explain the function of the heading-hold system in an AFCS.			X	X	X			
(03)		Explain the function of the vertical-speed hold system in an AFCS.			X	X	X			
(04)		Explain the function of the navigation-coupling system in an AFCS.			X	X	X			
(05)		Explain the function of the VOR-/ILS-coupling system in an AFCS.			X	X	X			
(06)		Explain the function of the hover-mode system in an AFCS (including Doppler and radio-altimeter systems).			X	X	X			
(07)		Explain the function of the SAR mode (automatic transition to hover and back to cruise) in an AFCS.			X	X	X			
022 07 04 04		Flight director: design and operation								
(01)		Explain the purpose of a flight director system.			X	X	X			
(02)		Describe the different types of display: — pitch and roll crossbars; — V-bar.			X	X	X			
(03)		State the difference between the flight director system and the autopilot system. Explain how each can be used independently.			X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
(01)		Explain the purpose of the trim system and describe the layout with one trim system for each control axis, depending on the complexity of the aircraft.	X	X						
(02)		Give examples of trim indicators and their function, and explain the significance of a 'green band/area' for the pitch trim.	X	X						
(03)		Describe and explain an automatic pitch-trim system for a conventional aeroplane.	X	X						
(04)		Describe and explain an automatic pitch-trim system for an FBW aeroplane and that it is also operating during manual flight; however, during certain phases it may be automatically disabled to alter the handling characteristics of the aircraft.	X	X						
(05)		Describe the consequences of manual operation on the trim wheel when the automatic pitch-trim system is engaged.	X	X						
(06)		Describe and explain the engagement and disengagement conditions of the autopilot according to trim controls.	X	X						
(07)		Define 'Mach trim' and state that the Mach-trim system can be independent.	X	X						
(08)		Describe the implications for the pilot in the event of a runaway trim or significant out-of-trim state.	X	X						
022 08 02 00		Yaw damper								
022 08 02 01		Design and operation								
(01)		Explain the purpose of the yaw-damper system.	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
(01)		Describe the purpose of the autothrust system and explain how the FMAs will be the only indication on active autothrust modes.	X							
(02)		Explain the operation of an autothrust system with regard to the following modes: — take-off/go-around (TOGA); — climb or maximum continuous thrust (MCT), N1 or EPR targeted (THR CLB, THR MCT, N1, THR HOLD, EPR); — speed (SPEED, MCP SPD); — idle thrust (THR IDLE, RETARD/ARM); — landing (RETARD, THR IDLE).	X							
(03)		Describe the two main variants of autothrust systems: — mode selections available on the FCU/MCP and thrust levers move with autothrust commands; — mode selections made using the thrust levers which remain static during autothrust operation.	X							
(04)		Explain how flight in turbulence/wind shear giving fluctuating airspeed indications may lead to the autothrust overcompensating in an oscillating manner and that manual thrust may be required to settle the airspeed. Airspeed indications/trend vectors may give an indication of appropriate thrust adjustments but any reaction should not be too aggressive.	X							
(05)		Explain the threats associated with the use of autothrust resulting in the pilot losing the sense of energy awareness (e.g. speed, thrust).	X							

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
(06)		Explain the relationship between autopilot pitch modes and autothrust modes, and how the autopilot and autothrust will interact upon selecting modes for one of the systems.	X							
(07)		Explain the principles of speed control and how speed can be controlled: — by varying the engine thrust; — by varying the aircraft pitch.	X							
(08)		Explain the potential implications on speed control when the autothrust controls speed and the autopilot pitch channel has a fixed pitch target for the following mode combinations: — MCP SPD/SPEED and ALT HOLD/ALT; — MCP SPD/SPEED and VSP (climb); — MCP SPD/SPEED and VSP (descent).	X							
(09)		Explain the potential implications on speed control when the autothrust has a fixed thrust target and the autopilot pitch channel controls speed for the following mode combinations: — N1/THR CLB and LVL CHG/OP CLB; — ARM/THR IDLE and LVL CHG/OP DES.	X							
022 10 00 00		COMMUNICATION SYSTEMS								
022 10 01 00		Voice communication, data-link transmission								
022 10 01 01		Definitions and transmission modes								
(01)		Describe the purpose of a data-link transmission	X		X	X				

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
		system.								
(02)		Compare voice communication versus data-link transmission systems.	X		X	X				
(03)		Describe the communication links that are used in aircraft: — high-frequency (HF) communications; — very high-frequency (VHF) communications; — satellite communications (SATCOM).	X		X	X				
(04)		Consider the properties of the communication links with regard to: — signal quality; — range/area coverage; — range; — line-of-sight limitations; — quality of the signal received; — interference due to ionospheric conditions; — data transmission speed.	X		X	X				
(05)		Define and explain the following terms in relation to aircraft data-link communications: — message/data uplink; — message/data downlink.	X		X	X				
022 10 01 02		Systems: architecture, design and operation								
(01)		Describe the purpose of the ACARS network.	X							
(02)		Describe the systems using the ACARS network through the air traffic service unit (ATSU) suite:	X							

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
		<ul style="list-style-type: none"> — aeronautical/airline operational control (AOC); — air traffic control (ATC). 								
(03)		<p>Explain the purpose of the following parts of the on-board equipment:</p> <ul style="list-style-type: none"> — ATSU communications computer; — control display unit (CDU)/multifunction control display unit (MCDU); — data communication display unit (DCDU); — ATC message visual annunciator; — printer. 	X							
(04)		<p>Give examples of airline operations communications (AOC) data-link messages such as:</p> <ul style="list-style-type: none"> — out of the gate, off the ground, on the ground, into the gate (OOOI); — load sheet; — passenger information (connecting flights); — weather reports (METAR, TAF); — maintenance reports (engine exceedances); — aircraft technical data; — free-text messages. 	X							
(05)		<p>Give examples of ATC data-link messages such as:</p> <ul style="list-style-type: none"> — departure clearance; — oceanic clearance; — digital ATIS (D-ATIS); — controller–pilot data-link communications (CPDLC). 	X							

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
022 10 02 00		Future air navigation systems (FANSs)								
022 10 02 01		Versions, applications, CPDLC messages, ADS contracts								
(01)		Describe the existence of the ICAO communication, navigation, surveillance/air traffic management (CNS/ATM) concept.	X							
(02)		Explain the two versions of FANSs: — FANS A/FANS 1 using the ACARS network; — FANS B/FANS 2 using the ACARS network and the aeronautical telecommunication network (ATN).	X							
(03)		List and explain the following FANS A/FANS 1 applications: — ATS facility notification (AFN); — automatic dependent surveillance (ADS); — CPDLC.	X							
(04)		Compare the ADS application with the secondary surveillance radar function, and the CPDLC application with VHF communication systems.	X							
(05)		State that an ATCU can use the ADS application only, or the CPDLC application only, or both of them (not including AFN).	X							
(06)		Describe the AFN process for logging on with an ATCU and typical data that will be included in the message.	X							
(07)		Describe typical types of CPDLC messages and the typical pilot work practices when requesting or accepting a CPDLC clearance.	X							

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
(08)		List and describe the different types of ADS contracts that are controlled by the ATCU and beyond the control of the pilot: <ul style="list-style-type: none"> — periodic: data sent at set time intervals; — on demand: data sent when requested; — on event: data sent when an event occurs (e.g. heading change, climb initiated, etc.); — emergency mode. 	X							
(09)		Describe the purpose of the ADS emergency mode contract and highlight the difference to the ATCU controlled contracts.	X							
022 11 00 00		FLIGHT MANAGEMENT SYSTEM (FMS)/ FLIGHT MANAGEMENT AND GUIDANCE SYSTEM (FMGS)								
022 11 01 00		Design								
022 11 01 01		<i>Purpose, architecture, failures, functions</i>								
(01)		Explain the purpose of an FMS.	X		X	X		X		
(02)		Describe a typical dual FMS architecture including the following components: <ul style="list-style-type: none"> — flight management computer (FMC); — CDU/MCDU; — cross-talk bus. 	X		X	X				
(03)		Describe the following failures of a dual FMS architecture and explain the potential implications to the pilots: <ul style="list-style-type: none"> — failure of one FMC; 	X		X	X				

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
		<ul style="list-style-type: none"> — failure of one CDU/MCDU; — failure of the cross-talk bus. 								
(04)		Describe how the FMS integrates with other systems and gathers data in order to provide outputs depending on its level of complexity.	X		X	X		X		
(05)		Explain how the FMS may provide the following functions: <ul style="list-style-type: none"> — navigation; — lateral and vertical flight planning; — performance parameters. 	X	X	X	X		X		
022 11 02 00		FMC databases								
022 11 02 01		Navigation database								
(01)		Explain the purpose of, and describe typical content of, the navigation database.	X		X	X		X		
(02)		Describe the 28-day aeronautical information regulation and control (AIRAC) update cycle of the navigation database and explain the reason for having two navigation databases (one active, one standby) and the implication this has to the pilot.	X		X	X		X		
(03)		Explain the purpose of typical user-defined waypoints such as: <ul style="list-style-type: none"> — latitude/longitude coordinates; — place/bearing/distance (PBD); — place/bearing place/bearing (PBX); — place/distance (PD). 	X		X	X		X		

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
(04)		Explain that the pilot cannot change or overwrite any of the data in the navigation database and that any user-defined waypoints, routes and inputted data will be erased when a different database is activated.	X		X	X		X		
(05)		Explain the threats and implications to the pilot of changing the database by error either on the ground or while flying.	X		X	X		X		
022 11 02 02		<i>Aircraft performance database</i>								
(01)		Explain the purpose of, and describe the typical content of, the aircraft performance database.	X		X	X		X		
(02)		Explain the importance of verifying that the aircraft performance database is based on the correct data, such as engine type and aircraft variant.	X		X	X		X		
(03)		Explain that the contents of the aircraft performance database cannot be modified by the pilot.	X		X	X		X		
(04)		Explain the purpose of performance factor and how it influences the calculations.	X		X	X		X		
(05)		Explain the purpose of cost index (CI) and how it influences the calculations.	X							
022 11 03 00		Operations, limitations								
022 11 03 01		<i>Data, calculations, position inputs, raw data</i>								
(01)		Describe typical data that may be provided by the FMS: — lateral and vertical navigation guidance; — present position; — time predictions;	X		X	X		X		

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
		<ul style="list-style-type: none"> — fuel predictions; — altitude/flight level predictions. 								
(02)		Explain how the FMS will use a combination of inputted/database and measured data in order to calculate projections and provide output data.	X		X	X		X		
(03)		Explain the issues and threats using inputted/database data and give examples of consequences of inputting data incorrectly/using incorrect data.	X		X	X		X		
(04)		Describe fuel consumption calculations during standard operations and explain typical data that will have an influence on the accuracy of the calculations.	X		X	X				
(05)		Explain the implications on the accuracy of the calculations during flight in abnormal configurations (such as engine out, gear down, flaps extended, spoilers extended, etc.) if the FMS is unable to detect the failure.	X		X	X				
(06)		Describe and explain the purpose of an FMS having dedicated radio-navigation receivers that it will tune automatically.	X		X	X				
(07)		Explain typical position inputs to an FMS: <ul style="list-style-type: none"> — GPS; — IRS; — DME; — VOR; — LOC; — runway threshold (RWY THR). 	X		X	X				

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
(08)		<p>Explain how the FMS will create its own FMS position fix and that the FMS calculations will be based on the FMS position. Depending on the type of system, the FMS position may be calculated from:</p> <ul style="list-style-type: none"> — a single source of position data where the most accurate data available at a given time will be used; — multiple sources from which a position will be derived using the combined inputs. 	X		X	X				
(09)		Explain the implications of a reduction in available position inputs to the FMS, especially GPS in relation to the capability of performing RNP/PBN approaches.	X		X	X				
(10)		Explain the difference between following the FMS data compared to following raw data from radio-navigation receivers and describe how there may be limitations for using FMS data as primary source to follow an instrument approach procedure (IAP) such as LOC, VOR or NDB.	X		X	X		X		
022 11 04 00		Human-machine interface (control display unit (CDU)/multipurpose control display unit (MCDU))								
022 11 04 01		<i>Purpose, scratchpad, data input, set-up process</i>								
(01)		Describe the purpose of a CDU/MCDU.	X		X	X		X		
(02)		<p>Describe the typical layout of a CDU/MCDU and the general purpose of the following:</p> <ul style="list-style-type: none"> — screen; — line select keys; — menu select keys; 	X		X	X		X		

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
		— initiating the appropriate response/procedure.								
(05)		Explain advisory: — colour of the annunciator: any other than red, amber, yellow or green; — absence of aural alert; — typical scenarios triggering the advisory.	X	X	X	X	X	X		
022 12 03 00		Stall warning systems (SWSs)								
022 12 03 01		Function, types, components								
(01)		Describe the function of an SWS and explain why the warning must be unique.	X	X						
(02)		Describe the different types of SWSs.	X	X						
(03)		List the main components of an SWS.	X	X						
(04)		Explain the difference between the stall warning speed and the actual stalling speed of the aeroplane.	X	X						
022 12 04 00		Stall protection								
022 12 04 01		Function, types								
(01)		Describe the function of a stall protection system.	X							
(02)		Describe the different types of stall protection systems including the difference between mechanical and FBW controls.	X							
(03)		Explain the difference between an SWS and a stall protection system.	X							

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
		<p>equipped aircraft;</p> <ul style="list-style-type: none"> — the time limit to CPA is different depending on aircraft altitude, is linked to a sensitivity level (SL), and state that the value to trigger an RA is from 15 to 35 seconds; — in case of an RA, the intended vertical separation varies from 300 to 600 ft (700 ft above FL420), depending on the SL; — below 1 000 ft above ground, no RA can be generated; — below 1 450 ft (radio-altimeter value) ‘increase descent’ RA is inhibited; — at high altitude, performances of the type of aircraft are taken into account to inhibit ‘climb’ and ‘increase climb’ RA. 								
(17)		<p>List and interpret the following information available from TCAS:</p> <ul style="list-style-type: none"> — the different possible statuses of a detected aircraft: ‘other’, ‘proximate’, ‘intruder’; — the appropriate graphic symbols and their position on the horizontal display; — different aural warnings. 	X	X	X	X	X	X		
(18)		<p>Explain the indications of a TA and an RA and how an RA will generate a red area on the VSI. Some variants will also include a green area. To manoeuvre the aircraft to comply with the RA, the pilot should ‘avoid the red’ or ‘fly the green’.</p>	X	X	X	X	X	X		

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
		displayed range differs between them.								
(08)		Explain the combination of mode and range selection including how selecting the appropriate range and displayed data can improve situational awareness for a given phase of flight.	X	X	X	X	X	X		
022 13 04 00		Engine parameters, crew warnings, aircraft systems, procedure and mission display systems								
022 13 04 01		Purposes of systems, display systems, checklists								
(01)		State the purpose of the following systems: — engine instruments centralised display unit; — crew alerting system/aircraft display unit; — facility for appropriate on-screen checklists; — that the aircraft systems display unit enables the display of normal and degraded modes of operation of the aircraft systems; — that the systems/aircraft display unit is able to show pictorial systems diagrams/schematics and associated parameters.	X		X	X				
(02)		Describe the similarities to EFIS with regard to basic system architecture.	X		X	X				
(03)		Give the following different names by which engine parameters, crew warnings, aircraft systems and procedures display systems are known: — multifunction display unit (MFDU); — engine indication and crew alerting systems (EICASs); — engine and warning display (EWD);	X							

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
		<ul style="list-style-type: none"> — electronic centralised aircraft monitor (ECAM); — systems display (S/D). 								
(04)		Give the names of the following different display systems and describe their main functions: <ul style="list-style-type: none"> — vehicle engine monitoring display (VEMD); — integrated instruments display system (IIDS). 			X	X				
(05)		State the purpose of a mission display unit.			X	X				
(06)		Describe the architecture of each system and give examples of display.			X	X				
(07)		Explain why awareness of the consequences of the actions commanded by the automatic checklist is required.	X		X	X				
(08)		Explain the limited ability of the computer to assess a situation other than using the exceedance of certain thresholds to trigger the main and subsequent events and programmed actions.	X		X	X				
(09)		Describe an appropriate procedure for following an on-screen checklist associated with a failure scenario including the following: <ul style="list-style-type: none"> — confirm the failure with the other flight crew member prior to performing any of the actions; — seek confirmation prior to manipulating any guarded switches or thrust levers; — follow the checklist slowly and methodically; — assess the possible implications of making certain selections, such as opening the fuel cross-feed if 	X		X	X				

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
		there is a fuel leak even though the electronic checklist may ask for the action.								
022 13 05 00		Engine first limit indicator								
022 13 05 01		<i>Design, operation, information on display</i>								
(01)		Describe the principles of design and operation, and compare the different indications and displays available.			X	X	X			
(02)		Describe what information can be displayed on the screen, when the screen is in the limited composite mode.			X	X	X			
022 13 06 00		Electronic flight bag (EFB)								
022 13 06 01		<i>Purpose, certification, malfunctions</i>								
(01)		Explain the purpose of the EFB and list typical equipment: — computer laptop; — tablet device; — integrated avionics suite in the aircraft.	X	X	X	X	X	X		
(02)		Describe the 'class' hardware certification: — portable: portable electronic device (PED) that can be used inside or outside the aircraft, is not part of the certified aircraft configuration and does not require tools to remove it from the flight-deck cradle, if one exists; — installed: an electronic device that is considered an aircraft part covered by the aircraft airworthiness	X		X	X				

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
		approval, thus is a minimum equipment list (MEL) item in the event of failure.								
(03)		Describe the 'type' software certification: <ul style="list-style-type: none"> — type A: applications whose misuse or malfunctions have no adverse effect on flight safety; — type B: applications for which evaluation of the hazards presented by misuse or malfunctions is required. 	X		X	X				
(04)		Explain implications of malfunctions with the EFB installation in a fully electronic flight-deck environment: <ul style="list-style-type: none"> — mass and balance calculations; — performance calculations; — access to charts; — access to manuals. 	X		X	X				
022 13 07 00		Head-up display (HUD), synthetic vision system (SVS) and enhanced visual system (EVS)	X		X	X				
022 13 07 01		Components, benefits, modes of operation								
(01)		State the components of a typical HUD installation: <ul style="list-style-type: none"> — HUD projector and stowable combiner; — HUD controls such as declutter and dimmer; — HUD computer. 	X		X	X				
(02)		Explain the reasons and benefits of having an HUD: <ul style="list-style-type: none"> — increased situational awareness due to reduced need to look inside to view primary flight information; — lower minima for both departure and landing; — improved accuracy of flying thus reduced 	X		X	X				

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
		susceptibility to enter a state of aircraft upset.								
(03)		Describe how the HUD replicates the information on the primary flight display (PFD) by showing the following data: <ul style="list-style-type: none"> — altitude; — speed, including speed trend; — heading; — flight path vector (track and vertical flight path); — flight mode annunciator (FMA); — CAS, TAWS and wind shear command annunciations. 	X		X	X				
(04)		Describe the following modes of operation of an HUD: <ul style="list-style-type: none"> — normal display mode that may automatically adapt the information based on the phase of flight; — declutter function. 	X		X	X				
(05)		Describe the principle of SVS: <ul style="list-style-type: none"> — an enhanced database used as reference to provide terrain and ground features to be shown on the PFD; — limitations due to being a synthetic image not based on actual sensory information thus not lowering landing minima; — implications if aircraft position accuracy becomes reduced. 	X		X	X				
(06)		Describe the principle of EVS: <ul style="list-style-type: none"> — includes external sensors such as infrared cameras to generate a real-time image on the PFD or on the HUD; 	X		X	X				

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
		<ul style="list-style-type: none"> — limitation of the fact that an infrared camera uses temperature and temperature difference in order to produce an image; — enables lower minima because of the real-time image, thus enhancing the visibility as experienced by the pilot. 								
022 14 00 00		MAINTENANCE, MONITORING AND RECORDING SYSTEMS								
022 14 01 00		Cockpit voice recorder (CVR)								
022 14 01 01		<i>Purpose, components, parameters</i>								
(01)		Describe the purpose of a CVR, its typical location, and explain the implications of knowingly erasing or tampering with any information or equipment.	X	X	X	X	X			
(02)		List the main components of a CVR: <ul style="list-style-type: none"> — a shock-resistant tape recorder or digital storage associated with an underwater locating beacon (ULB); — a cockpit area microphone (CAM); — a control unit with the following controls: auto/on, test and erase, and a headset jack; — limited flight-deck controls such as erase and test switches. 	X	X	X	X	X			
(023)		List the following main parameters recorded on the CVR: <ul style="list-style-type: none"> — voice communications transmitted from or received on the flight deck; — the aural environment of the flight deck; 	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
		<ul style="list-style-type: none"> — voice communication of flight crew members using the aeroplane’s interphone system; — voice or audio signals introduced into a headset or speaker; — voice communication of flight crew members using the public address system, if installed. 								
022 14 02 00		Flight data recorder (FDR)								
022 14 02 01		<i>Purpose, components, parameters</i>								
(02)		Describe the purpose of an FDR and its typical location.	X	X						
(02)		List the main components of an FDR: <ul style="list-style-type: none"> — a shock-resistant data recorder associated with a ULB; — a data interface and acquisition unit; — a recording system (digital flight data recorder); — two control units (start sequence, event mark setting); — limited flight-deck controls, but includes an event switch. 	X	X						
(02)		List the following main parameters recorded on the FDR: <ul style="list-style-type: none"> — time or relative time count; — attitude (pitch and roll); — airspeed; — pressure altitude; — heading; — normal acceleration; 	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
		<ul style="list-style-type: none"> — propulsive/thrust power on each engine and flight-deck thrust/power lever position, if applicable; — flaps/slats configuration or flight-deck selection; — ground spoilers or speed brake selection. 								
(02)		State that additional parameters can be recorded according to FDR capacity and applicable operational requirements.	X							
022 14 03 00		Maintenance and monitoring systems								
022 14 03 01		<i>Helicopter operations monitoring program (HOMP): design, operation, performance</i>								
(01)		Describe the HOMP as a helicopter version of the aeroplane flight data monitoring (FDM) program.			X	X				
(02)		State that the HOMP software consists of three integrated modules: <ul style="list-style-type: none"> — flight data events (FDEs); — flight data measurements (FDMs); — flight data traces (FDTs). 			X	X				
(03)		Describe and explain the information flow of an HOMP.			X	X				
(04)		Describe HOMP operation and management processes.			X	X				
022 14 03 02		<i>Integrated health and usage monitoring system (IHUMS): design, operation, performance</i>								
(01)		Describe the main features of an IHUMS: <ul style="list-style-type: none"> — rotor system health; — cockpit voice recorder (CVR)/flight data recorder 			X	X				

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
		(FDR); — gearbox system health; — engine health; — exceedance monitoring; — usage monitoring; — transparent operation; — ground station features; — monitoring; — rotor track and balance; — engine performance trending; — quality controlled to level 2.								
(02)		Describe the ground station features of an IHUMS.			X	X				
(03)		Summarise the benefits of an IHUMS including: — reduced risk of catastrophic failure of rotor or gearbox; — improved rotor track and balance giving lower vibration levels; — accurate recording of flight exceedances; — CVR/FDR allows accurate accident/incident investigation and HOMP; — maintenance cost savings.			X	X				
(04)		State the benefits of an IHUMS and an HOMP.			X	X				
022 14 03 03		<i>Aeroplane condition monitoring system (ACMS): general, design, operation</i>								
(01)		State the purpose of an ACMS.	X							

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
(02)		Describe the structure of an ACMS including: — inputs: aircraft systems (such as air conditioning, autoflight, flight controls, fuel, landing gear, navigation, pneumatic, APU, engine), MCDU; — data management unit; — recording unit: digital recorder; — outputs: printer, ACARS or ATSU.	X							
(03)		State that maintenance messages sent by an ACMS can be transmitted without crew notification.	X							
(05)		Explain that data from the ACMS can be used as part of an FDM and safety programme.	X							
(05)		Explain that the FDM program collects data anonymously; however, grave exceedance of parameters may warrant a further investigation of the event by the operator.	X							
(06)		Explain the purpose of FDM as a system for identifying adverse safety trends and tailoring training programmes in order to enhance the overall safety of the operation.	X							
022 15 00 00		DIGITAL CIRCUITS AND COMPUTERS								
022 15 01 00		Digital circuits and computers								
022 15 01 01		General, definitions and design								
(01)		Define a 'computer' as a machine for manipulating data according to a list of instructions.	X		X	X		X	X	
(02)		Explain the term 'bus' being used as a term for a facility (wiring, optical fibre, etc.) transferring data between	X		X	X		X	X	

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
		different parts of a computer, both internally and externally.								
(03)		Define the terms 'hardware' and 'software'.	X		X	X		X	X	
(04)	X	With the help of the relevant 022 references, give examples of airborne computers and list the possible peripheral equipment for each system, such as: — ADC with pitot probe(s), static port(s) and indicators; — FMS with GPS, CDU/MCDU and ND; — GPWS with radio altimeter, ADC and ND.	X		X	X		X	X	

Appendix to Annex I to ED Decision 2018/001/R

**'Acceptable Means of Compliance (AMCs) and Guidance Material (GM) to Part-FCL
Amendment 3'**

Appendix

**'SUBJECT 031 — FLIGHT PERFORMANCE AND PLANNING:
MASS AND BALANCE — AEROPLANES/HELICOPTERS'**

to

AMC1 FCL.310; FCL.515(b); FCL.615(b)

'Theoretical knowledge examinations'

SUBJECT 031 — FLIGHT PERFORMANCE AND PLANNING: MASS AND BALANCE — AEROPLANES/HELICOPTERS

Note that the term 'mass' is used to describe a quantity of matter, and 'weight' when describing the force. However, the term 'weight' is normally used in aviation to colloquially describe mass. The professional pilot should always note the units to determine whether the term 'weight' is being used to describe a force (e.g. unit newton) or quantity of matter (e.g. unit kilogram).

(1) DEFINITIONS OF MASSES, LOADS AND INDEXES*Allowed take-off mass*

The mass taking into consideration all possible limitations for take-off including restrictions caused by regulated take-off mass and regulated landing mass.

Area load or floor load

The load (or mass) distributed over a defined area. Example units:

- SI: N/m², kg/m²;
- Non-SI: psi, lb/ft².

Basic empty mass (BEM)

The mass of an aircraft plus standard items such as: unusable fuel; full operating fluids; fire extinguishers; emergency oxygen equipment. (The lowest mass that is used in FCL exams.)

Dry operating mass (DOM)

The total mass of an aircraft ready for a specific type of operation excluding all usable fuel and traffic load. This mass includes items such as:

- crew and crew baggage;
- catering and removable passenger service equipment (food, beverages, potable water, lavatory chemicals, etc.);
- special operational equipment (e.g. stretchers, rescue hoist, cargo sling).

Dry operating index (DOI)

The aircraft index at dry operating mass.

Index

An index is a moment reduced in a numerical value by an index formula.

In-flight mass/gross mass

The mass of an aircraft in flight at a specified time.

Landing mass

The mass of an aircraft at landing.

Maximum structural in-flight mass with external loads (applicable to helicopters only)

The maximum permissible total mass of the helicopter with external loads.

Maximum structural landing mass

The maximum permissible total mass of an aircraft at landing under normal circumstances.

Maximum structural mass

The maximum permissible total mass of an aircraft at any time. It will be given only if there is no difference between maximum structural taxi mass, maximum structural take-off mass and maximum structural landing mass.

Maximum structural take-off mass

The maximum permissible total mass of an aircraft at commencement of take-off.

Maximum (structural) taxi mass or maximum (structural) ramp mass

The maximum permissible total mass of an aircraft at commencement of taxiing.

Maximum zero fuel mass

The maximum permissible mass of an aircraft with no usable fuel.

Minimum mass (applicable to helicopters only)

The minimum permissible total mass for specific helicopter operations.

Operating mass

The dry operating mass plus take-off fuel.

Payload

The total mass of passengers, baggage and cargo but excluding any non-revenue load.

Performance-limited landing mass

The mass subject to the destination airfield limitations.

Performance-limited take-off mass

The take-off mass subject to departure airfield limitations.

Ramp mass

See 'taxi mass'.

Regulated landing mass

The lower of performance-limited landing mass and maximum structural landing mass.

Regulated take-off mass

The lower of performance-limited take-off mass and maximum structural take-off mass.

Running (or linear) load

The load (or mass) distributed over a defined length of a cargo compartment irrespective of load width. Example units:

- SI: N/m, kg/m;
- Non-SI: lb/in, lb/ft.

Take-off fuel

The total amount of usable fuel at take-off.

Take-off mass

The mass of an aircraft including everything and everyone carried at the commencement of the take-off for helicopters and take-off run for aeroplanes.

Taxi mass or ramp mass

The mass of an aircraft at the commencement of taxiing.

Traffic load

The total mass of passengers, baggage and cargo, including any non-revenue load.

Zero fuel mass

The dry operating mass plus traffic load.

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
030 00 00 00		FLIGHT PERFORMANCE AND PLANNING								
031 00 00 00		MASS AND BALANCE — AEROPLANES/HELICOPTERS								
031 01 00 00		PURPOSE OF MASS-AND-BALANCE CONSIDERATIONS								
031 01 01 00		Mass limitations								
031 01 01 01		<i>Importance with regard to structural limitations</i>								
(01)	X	Describe the relationship between aircraft mass and structural stress. <i>Remark: See also Subject 021 01 01 00.</i>	X	X	X	X	X			
(02)	X	Describe why mass must be limited to ensure adequate margins of strength.	X	X	X	X	X			
031 01 01 02		<i>Importance with regard to performance</i> <i>Remark: See also Subjects 032/034 and 081/082.</i>								
(01)		Describe the relationship between aircraft mass and aircraft performance.	X	X	X	X	X			
(02)	X	Describe why aircraft mass must be limited to ensure adequate aircraft performance.	X	X	X	X	X			
031 01 02 00		Centre-of-gravity (CG) limitations								
031 01 02 01		<i>Importance with regard to stability and controllability</i> <i>Remark: See also Subjects 081/082.</i>								
(01)	X	Describe the relationship between CG position and stability/controllability of the aircraft.	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
(01)	X	Define the following load terms: — payload/traffic load; — block fuel; — taxi fuel; — take-off fuel; — trip fuel; — reserve fuel (contingency, alternate, final reserve and additional fuel); — extra fuel.	X	X	X	X	X			
(02)		Explain the relationship between the various load-and-mass components listed in 031 02 01 01 and 031 02 01 02.	X	X	X	X	X			
(03)		Calculate the mass of particular components from other given components.	X	X	X	X	X			
(04)		Convert fuel mass, fuel volume and fuel density given in different units used in aviation.	X	X	X	X	X			
031 02 02 00		Mass limits								
031 02 02 01		Structural limitations								
(01)	X	Define the maximum zero fuel mass.	X	X						
(02)	X	Define the maximum ramp/taxi mass.	X							
(03)	X	Define the maximum take-off mass.	X	X	X	X	X			
(04)	X	Define the maximum in-flight (gross) mass with external load.			X	X	X			
(05)	X	Define the maximum landing mass.	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
(01)		Calculate the maximum allowed traffic load and fuel load in order not to exceed the given allowed take-off mass.	X	X	X	X	X			
(02)		Calculate 'under load'/'over load' given the allowed mass for take-off, operating mass and actual traffic load.	X	X	X	X	X			
031 02 03 03		<i>Use of standard masses for passengers, baggage and crew</i>								
(01)	X	Extract the appropriate standard masses for passengers, baggage and crew from relevant documents or operator requirements.	X	X	X	X	X			
(02)		Calculate the traffic load by using standard masses.	X	X	X	X	X			
031 03 00 00		INTENTIONALLY LEFT BLANK								
031 04 00 00		MASS-AND-BALANCE DETAILS OF AIRCRAFT								
031 04 01 00		Contents of mass-and-balance documentation								
031 04 01 01		<i>Datum, moment arm</i>								
(01)	X	State where the datum and moment arms for aircraft can be found.	X	X	X	X	X			
(02)	X	Extract the appropriate data from given documents.	X	X	X	X	X			
(03)	X	Define 'datum' (reference point), 'moment arm' and 'moment'.	X	X	X	X	X			
031 04 01 02		<i>CG position as distance from datum</i>								
(01)	X	State where the CG position for an aircraft at basic empty mass can be found.	X	X	X	X	X			
(02)	X	State where the CG limits for an aircraft can be found.	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
(03)		Describe the different forms in presenting CG position as distance from datum or other references.	X	X	X	X	X			
(04)		Explain the meaning of centre of gravity (CG).	X	X	X	X	X			
031 04 01 03		CG position as percentage of mean aerodynamic chord (% MAC) <i>Remark: Knowledge of the definition of MAC is covered under Subject 081 01 01 05.</i>								
(01)		Extract MAC information from aircraft documents.	X	X						
(02)		Explain the principle of using % MAC for the description of the CG position.	X	X						
(03)		Calculate the CG position as % MAC.	X	X						
031 04 01 04		Longitudinal CG limits								
(01)		Extract the appropriate data from given sample documents.	X	X	X	X	X			
031 04 01 05		Lateral CG limits								
(01)		Extract the appropriate data from given sample documents.			X	X	X			
031 04 01 06		Details of passenger and cargo compartments								
(01)		Extract the appropriate data (e.g. seating schemes, compartment dimensions and limitations) from given sample documents.	X	X	X	X	X			
031 04 01 07		Details of fuel system relevant to mass-and-balance considerations								
(01)	X	Extract the appropriate data (e.g. fuel-tank capacities and fuel-tank positions) from given sample documents.	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
(01)	X	Explain the principle and the purpose of load sheets.	X	X						
(02)	X	Explain the principle and the purpose of trim sheets.	X							
031 05 02 02		<i>Load sheet/balance schedule and CG envelope for light aeroplanes and for helicopters</i>								
(01)		Add loading data and calculate masses in a sample load sheet/balance schedule.	X	X	X	X	X			
(02)		Calculate moments and CG positions.	X	X	X	X	X			
(03)		Check CG position at zero fuel mass and take-off mass to be within the CG envelope including last-minute changes, if applicable.	X	X	X	X	X			
031 05 02 03		<i>Load sheet for large aeroplanes</i>								
(01)		Complete a sample load sheet to determine the 'allowed mass for take-off', 'allowed traffic load' and 'under load'.	X							
(02)		Explain the purpose of each load sheet section.	X							
(03)		Explain that the purpose of boxed maximum figures in load sheet sections is to cross-check the actual and limiting mass values.	X							
(04)		Complete and cross-check a sample load sheet.	X							
031 05 02 04		<i>Trim sheet for large aeroplanes</i>								
(01)		Explain the purpose of the trim sheet and the methods to determine the CG position.	X							
(02)		Check if the zero fuel mass CG or index is within the limits.	X							

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
(03)		Determine the fuel index by using the 'fuel index correction table' and determine the CG position as % MAC.	X							
(04)		Check that the take-off mass CG or index are within the limits.	X							
(05)		Determine 'stabiliser trim units' for take-off.	X							
(06)		Explain the difference between certified and operational CG limits.	X							
(07)		Determine the zero fuel mass CG or index.	X							
(08)		Explain the relationship between pitch and CG position and the operational significance.	X							
031 05 02 05		<i>Intentionally left blank</i>								
031 05 02 06		<i>Other methods to present load and trim information</i>								
(01)	X	Describe and extract information from other methods of presenting load and balance information, e.g. aircraft communications addressing and reporting system (ACARS), electronic flight bags (EFBs), and the 'less paper in the cockpit' (LPC) software.	X							
031 05 03 00		Repositioning of CG								
031 05 03 01		<i>Repositioning of CG by shifting the load</i>								
(01)		Calculate the mass to be moved over a given distance, or to/from given compartments, to establish a defined CG position.	X	X	X	X	X			
(02)		Calculate the distance to move a given mass to establish a defined CG position.	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL /IR	ATPL	CPL			
(01)		Calculate the required floor-contact area for a given load to avoid exceeding the maximum permissible floor load of a cargo compartment.	X	X	X	X	X			
(02)		Calculate the maximum mass of a container with given floor-contact area to avoid exceeding the maximum permissible floor load of a cargo compartment.	X	X	X	X	X			
(03)		Calculate the linear load distribution of a container to avoid exceeding the maximum permissible running load.	X	X	X	X	X			
031 06 03 00		Securement of load								
031 06 03 01		Securement of load (reasons and methods)								
(01)		Explain the reasons to restrain or secure cargo and baggage.	X	X	X	X	X			
(02)		Describe the basic methods to restrain or secure loads (unit load devices secured by latches on roller tracks or to tie down points by straps; bulk cargo restrained by restraining nets attached to attachment points and tie-down points).	X	X	X	X	X			

Appendix to Annex I to ED Decision 2018/001/R

**'Acceptable Means of Compliance (AMCs) and Guidance Material (GM) to Part-FCL
Amendment 3'**

Appendix

**'SUBJECT 032 — FLIGHT PERFORMANCE AND PLANNING —
PERFORMANCE — AEROPLANES'**

to

AMC1 FCL.310; FCL.515(b); FCL.615(b)

'Theoretical knowledge examinations'

SUBJECT 032 — FLIGHT PERFORMANCE AND PLANNING — PERFORMANCE — AEROPLANES

Note that the term 'mass' is used to describe a quantity of matter, and 'weight' when describing the force. However, the term 'weight' is normally used in aviation to colloquially describe mass. The professional pilot should always note the units to determine whether the term 'weight' is being used to describe a force (e.g. unit newton) or quantity of matter (e.g. unit kilogram).

For theoretical knowledge examination purposes:

- 'climb angle' is assumed to be air-mass-related;
- 'flight-path angle' is assumed to be ground-related;
- 'screen height for take-off' is the vertical distance between the take-off surface and the take-off flight path at the end of the take-off distance;
- 'screen height for landing' is the vertical distance between the landing surface and the landing flight path from which the landing distance begins.

Syllabus	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
030 00 00 00		FLIGHT PERFORMANCE AND PLANNING								
032 00 00 00		PERFORMANCE — AEROPLANES								
032 01 00 00		GENERAL								
032 01 01 00		Performance legislation								
032 01 01 01		<i>Applicability of airworthiness requirements of CS-23 and CS-25</i>								
(01)	X	Describe the application of certification specification (CSs) with regard to the different kinds of aeroplanes.	X	X						
(02)	X	Describe the general differences between aeroplanes certified according to CS-23 (CS 23.1, CS 23.3) and CS-25 (CS 25.1, CS 25.20).	X							
032 01 01 02		<i>Operational regulations and safety</i>								
(01)	X	Describe the basic concept that the applicable operational requirements differ depending on aeroplane performance.	X	X						
(02)		Describe the performance classes for commercial air transport according to the applicable operational requirements.	X	X						
032 01 01 03		<i>Performance and safety</i>								
(01)	X	State that aeroplane performance required for commercial air transport may limit the weight of a dispatched aeroplane in order to achieve a sufficient level of safety.	X	X						

Syllabus	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
(02)	X	Describe that the minimum level of safety required for commercial air transport is ensured through the combination of airworthiness requirements and operational limitations, i.e. the more stringent airworthiness requirements of CS-25 enable a wider range of operating conditions for these aeroplanes.	X	X						
032 01 01 04		Performance definitions and safety factors								
(01)	X	Describe measured performance and explain how it is determined.	X	X						
(02)		Describe gross performance.	X	X						
(03)		Describe net performance and safety factors.	X	X						
(04)	X	Describe that the size of a safety factor depends on the likelihood of the event and the range of the measured performance data.	X	X						
(05)		Describe the relationship between net and gross take-off and landing distances, and net and gross climb and descent gradients.	X	X						
032 01 02 00		General performance theory								
032 01 02 01		Intentionally left blank								
032 01 02 02		Definitions and terms								
(01)	X	Define the terms 'climb angle' and 'climb gradient'.	X	X						
(02)	X	Define the terms 'flight-path angle' and 'flight-path gradient'.	X	X						
(03)	X	Define the terms 'descent angle' and 'descent gradient'.	X	X						
(04)	X	Explain the difference between climb/descent angle and flight-path angle.	X	X						

Syllabus	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
(05)	X	Define 'absolute ceiling'.	X	X						
(06)		Describe 'clearway' and 'stopway' according to CS-Definitions.	X	X						
(07)		Describe: — take-off run available (TORA); — take-off distance available (TODA); — accelerate-stop distance available (ASDA); and determine each from given data or appropriate aerodrome charts.	X	X						
(08)		Describe 'screen height' including its various values.	X	X						
(09)	X	Define the terms 'range' and 'endurance'.	X	X						
(10)		Define an aeroplane's 'specific range' (SR) in terms of nautical air miles (NAM) per unit of fuel, and 'specific range over the ground' (SR _G) in terms of nautical ground miles (NGM) per unit of fuel.	X	X						
(11)		Define the power available and power required.	X	X						
032 01 02 03		Variables influencing performance								
(01)	X	Name the following factors that affect aeroplane performance: pressure altitude and temperature, wind, aeroplane weight, aeroplane configuration, aeroplane anti-skid status, aeroplane centre of gravity (CG), aerodrome runway surface, and aerodrome runway slope.	X	X						
(02)	X	Describe how, for different density altitudes, the thrust and power available vary with speed for a propeller-driven aeroplane.	X	X						

Syllabus	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
(03)	X	Describe how, for different density altitudes, the thrust and power available vary with speed for a turbojet aeroplane.	X							
(04)		Describe how, for different density altitudes, the drag and power required vary with indicated airspeeds (IAS) and true airspeeds (TAS).	X	X						
(05)		Describe how, for different aeroplane weights and configurations, the drag and power required vary with IAS and TAS.	X	X						
032 01 03 00		Level flight, range and endurance								
032 01 03 01		Steady level flight								
(01)	X	Explain how drag (thrust) and power required vary with speed in straight and level flight.	X	X						
(02)	X	Explain the effect of excess thrust and power on speed in level flight.	X	X						
(03)		Interpret the 'thrust/power required' and 'thrust/power available' curves in straight and level flight.	X	X						
(04)		Describe how the maximum achievable straight and level flight IAS and TAS vary with altitude.	X	X						
(05)		Describe situations in which a pilot may elect to fly for 'maximum endurance' or 'maximum range'.	X	X						
032 01 03 02		Range								
(01)		Define a turbojet aeroplane's specific fuel consumption (SFC) and describe how it affects fuel flow and specific range.	X							
(02)		Define a propeller-driven aeroplane's SFC and describe how it affects fuel flow and specific range.	X	X						

Syllabus	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
(03)		Explain the optimum speed for maximum SR for a turbojet aeroplane in relation to the drag curve.	X							
(04)		Explain the optimum speed to achieve maximum SR for a propeller-driven aeroplane in relation to the power required and drag graphs.	X	X						
(05)		Explain the effect of aeroplane weight and CG position on fuel consumption, range and the optimum speed for maximum SR.	X	X						
(06)		State how a turbojet engine's SFC varies with temperature and thrust setting.	X							
(07)		Explain how SR for a turbojet aeroplane varies with altitude and under different meteorological conditions.	X							
(08)		Explain how SR_G for a propeller-driven aeroplane varies with altitude and under different meteorological conditions.	X	X						
(09)		Explain the effect of weight on the optimum altitude for maximum range.	X	X						
(10)		Describe the effect of wind on SR_G and the optimum speed for SR_G , when compared to SR, and the optimum speed for SR.	X	X						
032 01 03 03		Maximum endurance								
(01)		Explain fuel flow in relation to TAS and thrust for a turbojet aeroplane.	X							
(02)		State the speed for maximum endurance for a turbojet aeroplane.	X							
(03)		Explain fuel flow in relation to TAS and thrust for a propeller-driven aeroplane.	X	X						

Syllabus	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
(04)		State the speed for maximum endurance for a propeller-driven aeroplane and the disadvantages of holding at this speed (e.g. high angle of attack (AoA) and lack of speed stability).	X	X						
(05)		Explain the effect of wind and altitude on endurance, and the maximum endurance speed for a turbojet aeroplane.	X							
(06)		Explain the effect of wind and altitude on endurance, and the maximum endurance speed for a propeller-driven aeroplane.	X	X						
(07)		Describe the benefits of managing your en-route airspeed to reduce or avoid holding time, and the operational situations when it could be used (commanded by the pilot or air traffic control (ATC), when delays at arrival airport occur).	X	X						
032 01 04 00		Climbing								
032 01 04 01		Climbing (climb performance)								
(01)		Resolve the forces during a steady climb.	X	X						
(02)		Define and explain the following terms: — critical engine; — speed for best angle of climb (V_x); — speed for best rate of climb (V_y).	X	X						
(03)		Explain climb performance in relation to the thrust available and thrust required (angle of climb), and power available and power required (rate of climb).	X	X						
(04)		Explain the meaning and effect of 'excess thrust' and 'excess power' in a steady climb.	X	X						

Syllabus	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
(05)		Interpret the 'thrust/power required' and 'thrust/power available' curves in a steady climb.	X	X						
(06)		State the difference between climb angle and gradient.	X	X						
(07)		Explain the effect of weight on the climb angle and rate of climb, and the speed for best angle and best rate of climb.	X	X						
(08)		Explain the effects of pressure altitude and temperature, including an inversion on climb performance (angle and rate of climb).	X	X						
(09)		Explain the effect of configuration on climb performance (angle and rate of climb, and V_x and V_y).	X	X						
(10)		Describe the effect of engine failure on climb performance (angle and rate of climb, and V_x and V_y).	X	X						
(11)		Calculate the all-engine-out and one-engine-out climb gradient from given values of engine thrust and aeroplane drag and weight.	X	X						
032 01 05 00		Descending								
032 01 05 01		Descending (descent performance)								
(01)		Resolve the forces during steady descent and in the glide.	X	X						
(02)		Explain descent performance in relation to thrust available and thrust required (drag), and power available and power required.	X	X						
(03)		Explain the meaning of 'excess thrust required' (excess drag) and 'excess power required' in a steady descent.	X	X						
(04)		Interpret the 'thrust/power required' and 'thrust/power available' curves in a steady descent.	X	X						

Syllabus	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
(05)		Explain the effect of mass, altitude, wind, speed and configuration on the glide descent.	X	X						
(06)		Explain the effect of mass, altitude, wind, speed and configuration on the powered descent.	X	X						
032 02 00 00		CS-23/EU-OPS PERFORMANCE CLASS B — THEORY								
032 02 01 00		Airworthiness requirements								
032 02 01 01		<i>Airworthiness requirements and definitions</i>								
(01)	X	Define the following speeds: — stall speeds V_S , V_{S0} and V_{S1} ; — rotation speed V_R ; — speed at 50 ft above the take-off surface level; — reference landing speed V_{REF} .	X	X						
(02)		Describe the limitations on V_R , on the speed at 50 ft above the take-off surface and on V_{REF} , and given the appropriate stall speed, estimate the values based on these limitations for a single-engine, class B aeroplane.	X	X						
(03)		Describe the limitations on V_R , on the speed at 50 ft above the take-off surface and on V_{REF} , and given the appropriate stall speed, estimate the values based on these limitations for a multi-engine, class B aeroplane.	X	X						
(04)	X	Describe the European Union airworthiness requirements according to CS-23 relating to aeroplane performance (CS-23 SUBPART A — GENERAL, PERFORMANCE, CS 23.45 to CS 23.78 inclusive).	X	X						

Syllabus	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
(05)		Define and identify the critical engine of a multi-engine propeller aeroplane.	X	X						
(06)		Explain the effect of an engine failure on the power required, the total drag (thrust required) and climb performance of a multi-engine aeroplane.	X	X						
(07)		Explain the effect of engine failure on the minimum control speed of a multi-engine aeroplane under given conditions (temperature and pressure altitude).	X	X						
032 02 02 00		Intentionally left blank								
032 02 03 00		Take-off and landing								
032 02 03 01		Take-off and landing (definitions and effects)								
(01)	X	Define the following distances and masses: — take-off distance; — landing distance; — ground-roll distance; — maximum allowed take-off mass; — maximum allowed landing mass.	X	X						
(02)		Explain the effect of flap-setting on the take-off, landing and ground-roll distances.	X	X						
(03)		Explain the effects of the following runway (RWY) variables on take-off distances: — RWY slope; — RWY surface conditions: dry, wet and contaminated; — RWY elevation.	X	X						

Syllabus	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
032 02 04 01		<i>Climb, cruise and descent (requirements and calculations)</i>								
(01)		Describe the climb and en-route requirements according to the applicable operational requirements.	X	X						
(02)		For a single-engine aeroplane, calculate the expected obstacle clearance (in visual meteorological conditions (VMC)) given gross climb performance, obstacle height and distance from reference zero.	X	X						
(03)		For a single-engine aeroplane, calculate the net glide gradient and net glide distance, given aeroplane altitude, terrain elevation, gross gradient or lift/drag ratio (L/D ratio), and headwind or tailwind component.	X	X						
032 03 00 00		CS-23/EU-OPS PERFORMANCE CLASS B — USE OF AEROPLANE PERFORMANCE DATA FOR SINGLE- AND MULTI-ENGINE AEROPLANES								
032 03 01 00		Intentionally left blank								
032 03 02 00		Intentionally left blank								
032 03 03 00		Use of aeroplane performance data								
032 03 03 01		<i>Take-off</i>								
(01)		Determine the field-length-limited take-off mass and take-off speeds given defactored distance, configuration, pressure altitude, temperature and headwind/tailwind component.	X	X						
(02)		Determine the accelerate-go distance and accelerate-stop distance data.	X	X						

Syllabus	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
(01)		Determine the field-length-limited landing mass and landing speeds given defactored distance, configuration, pressure altitude, temperature and headwind or tailwind component.	X	X						
(02)		Determine landing climb data in the event of balked landing.	X	X						
(03)		Determine landing distance and ground-roll distance for given flap position, aeroplane weight and airfield data.	X	X						
(04)		Calculate, given the landing distance available (LDA), slope and surface type and condition, the defactored distance to be used for commercial air transport using the appropriate landing graphs.	X	X						
(05)		Calculate the minimum landing distance (LD) that must be available for commercial air transport given the defactored landing distance, runway surface and slope.	X	X						
032 04 00 00		CS-25/EU-OPS PERFORMANCE CLASS A — THEORY								
032 04 01 00		Take-off								
032 04 01 01		<i>Take-off performance, definitions of and relationships between terms</i>								
(01)	X	Explain the forces affecting the aeroplane during the take-off run.	X							
(02)	X	State the effects of thrust-to-weight ratio and flap-setting on ground roll.	X							
(03)		Describe the European Union airworthiness requirements according to CS-25 relating to large aeroplane performance (General and Take-off) (SUBPART B — FLIGHT PERFORMANCE: CS 25.101 to CS 25.109 inclusive, and CS 25.113).	X							

Syllabus	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
(04)		Describe the terms ‘aircraft classification number’ (ACN) and ‘pavement classification number’ (PCN), and the requirements and hazards of operating on aerodrome surfaces with PCNs smaller than the ACNs.	X							
(05)		Define and explain the following speeds in accordance with CS-25 or CS-Definitions: <ul style="list-style-type: none"> — reference stall speed (V_{SR}); — reference stall speed in a specific configuration (V_{SR1}); — 1-g stall speed at which the aeroplane can develop a lift force (normal to the flight path) equal to its weight (V_{S1g}); — minimum control speed with critical engine inoperative (V_{MC}); — minimum control speed on or near the ground (V_{MCG}); — minimum control speed at take-off climb (V_{MCA}); — engine failure speed (V_{EF}); — take-off decision speed (V_1); — rotation speed (V_R); — minimum take-off safety speed (V_{2MIN}); — minimum unstick speed (V_{MU}); — lift-off speed (V_{LOF}); — maximum brake energy speed (V_{MBE}); — maximum tyre speed ($V_{Max Tyre}$). 	X							
(06)		Explain the interdependence between the above-mentioned speeds where relevant.	X							

Syllabus	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
(07)		Define the following distances in accordance with CS-25: — take-off run with all engines operating and one-engine-inoperative; — take-off distance with all engines operating and one-engine-inoperative; — accelerate-stop distance with all engines operating and one-engine-inoperative.	X							
(08)		Explain how loss of TORA due to alignment is accounted for.	X							
(09)		Explain the effect of the interdependency of relevant speeds in 032 04 01 01 (05) and the situations in which these interdependencies can cause speed and performance restrictions.	X							
032 04 01 02		Take-off distances								
(01)		Explain the effects of the following runway (RWY) variables on take-off distances: — RWY slope; — RWY surface conditions: dry, wet and contaminated; — RWY elevation.	X							
(02)		Explain the effects of the following aeroplane variables on take-off distance: — aeroplane mass; — take-off configuration; — bleed-air configurations.	X							

Syllabus	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
(03)		Explain the effects of the following meteorological variables on take-off distances: — wind; — temperature; — pressure altitude.	X							
(04)		Explain the consequence of errors in rotation technique on take-off distance: — early and late rotation; — too high and too low rotation angle; — too high and too low rotation rate.	X							
(05)		Compare the take-off distance for specified conditions and configuration for all engines operating and one-engine-inoperative.	X							
(06)		Explain the effect of using clearway on the field-length-limited take-off mass.	X							
(07)		Explain the influence of aeroplane mass, air density and flap settings on V_1 and V_{2MIN} and thereby on take-off distance.	X							
(08)		Explain the effect of an error in V_1 on the resulting one-engine-out take-off distance.	X							
032 04 01 03		Accelerate-stop distance								
(01)		Explain how the accelerate-stop distance is affected by given conditions and configuration for all engines operating and one-engine-inoperative.	X							
(02)		Explain the effect of using a stopway on the field-length-limited take-off mass.	X							

Syllabus	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
(03)		Explain the effect of an error in V_1 on the resulting accelerate-stop distance.	X							
(04)		Explain the effect of runway slope or wind component on the accelerate-stop distance.	X							
(05)		Explain how the accelerate-stop distance is determined and discuss the deceleration procedure.	X							
(06)		Explain how the accelerate-stop distance is affected by the use of brakes, anti-skid, reverse thrust, ground spoilers (lift dumpers) and by brake energy absorption limits, delayed temperature rise and brake temperature indication.	X							
(07)	X	Explain the hazards of rejecting a take-off from high ground speed or high take-off mass, and how to manage these hazards.	X							
032 04 01 04		Balanced field length concept								
(01)	X	Define the term 'balanced field length'.	X							
(02)		Describe the relationship between take-off distance and accelerate-stop distance, and identify on a diagram the balanced field length and balanced V_1 .	X							
(03)	X	Describe the applicability of a balanced field length.	X							
032 04 01 05		Unbalanced field length concept								
(01)	X	Describe the applicability of an unbalanced field length.	X							
(02)		Explain the effect of additional stopway on the allowed take-off mass and appropriate V_1 when using an unbalanced field.	X							

Syllabus	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
(03)		Explain the effect of additional clearway on the allowed take-off mass and appropriate V_1 when using an unbalanced field.	X							
032 04 01 06		Field-length-limited take-off mass (FLLTOM)								
(01)		Explain the factors that affect the FLLTOM.	X							
(02)		Explain the concept of a 'range of V_1 ' and explain reasons for the placement of the designated V_1 towards the faster or slower end of the range.	X							
032 04 01 07		Contaminated runways								
(01)		Define a 'contaminated runway', 'wet runway', and a 'dry runway'.	X	X						
(02)		Describe the different types of contamination: wet or water patches, rime- or frost-covered, dry snow, wet snow, slush, ice, compacted or rolled snow, frozen ruts or ridges. Source: ICAO Annex 15, Appendix 2	X	X						
(03)	X	Identify the difference between friction coefficient and estimated surface friction. Source: ICAO Annex 15, Appendix 2	X	X						
(04)		State that when friction coefficient is 0.40 or higher, the expected braking action is good. Source: ICAO Annex 15, Appendix 2	X	X						
(05)		Define the different types of hydroplaning. Source: NASA TM-85652, Tire Friction Performance, pp. 6 to 9	X	X						

Syllabus	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
(06)		Explain the difference between the two dynamic hydroplaning speeds and state which of them is the most limiting for an aircraft operating on a wet runway. Source: NASA TM-85652, Tire Friction Performance, p. 8	X	X						
(07)		State that some wind limitations may apply in case of contaminated runways. Those limitations are to be found in Part B of the Operations Manual — Limitations.	X	X						
(08)		State that the procedures associated with take-off and landing on contaminated runways are to be found in Part B of the Operations Manual — Normal procedures.	X	X						
(09)		State that the performance associated with contaminated runways is to be found in Part B of the Operations Manual — Performance.	X	X						
032 04 01 08		Take-off climb								
(01)		Explain the difference between the flat-rated and non-flat-rated part in performance charts.	X							
(02)		State the differences in climb-gradient requirements for two-, three- and four-engined aeroplanes.	X							
(03)		Explain the effects of aeroplane configuration and meteorological conditions on the take-off climb.	X							
(04)		Determine the climb-limited take-off mass.	X							
032 04 01 09		Obstacle-limited take-off								
(01)		Describe the operational regulations for obstacle clearance in the net take-off flight path (NTOFP).	X							

Syllabus	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
(02)		Define the actual and NTOFP with one-engine-inoperative in accordance with CS-25.	X							
(03)		Explain the effects of aeroplane configuration and meteorological conditions on the obstacle-limited take-off mass.	X							
(04)		Describe the segments of the actual take-off flight path.	X							
(05)		Describe the changes in the configuration, power, thrust and speed in the NTOFP climb segments.	X							
(06)		State the standard maximum bank angle(s) in the first and second segment, and determine the effect on the stall speed and implication on V_2 .	X							
(07)		Explain the influence of airspeed selection, acceleration and turns on the climb gradient.	X							
(08)		Describe the European Union airworthiness requirements according to CS-25 relating to aeroplane performance take-off climb and flight path (SUBPART B — FLIGHT PERFORMANCE: CS 25.111, CS 25.115, CS 25.117 and CS 25.121)	X							
032 04 01 10		<i>Performance-limited take-off mass (PLTOM) and regulated take-off mass (RTOM) tables</i>								
(01)		Define PLTOM and RTOM.	X							
(02)	X	Describe the use of RTOM tables or similar to find PLTOM and how this can also be done using an EFB.	X							
(03)		Interpret what take-off limitation (field length, obstacle, climb, structural, etc.) is restricting a particular RTOM as it is presented in RTOM tables or similar.	X							

Syllabus	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
(04)		Describe why data from an EFB can differ from data derived from RTOM tables or similar.	X							
032 04 01 11		Take-off performance on wet and contaminated runways								
(01)		Explain the differences between the take-off performance determination on a wet or contaminated runway and on a dry runway.	X							
(02)		Describe a wet V_1 and explain the consequences of using a wet V_1 .	X							
(03)		Describe the hazards, effects and management of operating from a contaminated runway.	X							
(04)		Describe displacement drag, impingement drag, and the methods to monitor acceleration.	X							
(05)		Explain the benefits and implications of using a derated take-off on a contaminated runway.	X							
032 04 01 12		Use of reduced (flexible or flex) and derated thrust								
(01)		Explain the advantages and disadvantages of using reduced (flex) and derated thrust.	X							
(02)		Explain the difference between and principles behind reduced (flex) and derated thrust.	X							
(03)		Explain when reduced (flex) and derated thrust may and may not be used.	X							
(04)		Explain the effect of using reduced (flex) and derated thrust on take-off performance including take-off speeds, take-off distance, climb performance and obstacle clearance.	X							

Syllabus	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
(01)		Describe 'cost index'.	X							
(02)		Describe the reason for economical cruise speed.	X							
(03)		Describe the effect of cost index on climb, cruise and descent speeds.	X							
032 04 04 00		En-route one-engine-inoperative								
032 04 04 01		<i>Drift-down</i>								
(01)		Describe the determination of en-route flight-path data with one-engine-inoperative in accordance with CS 25.123.	X							
(02)		Describe the minimum obstacle-clearance height prescribed in the applicable operational requirements.	X							
(03)		Describe the optimum speed that the pilot should select during drift-down.	X							
(04)		Explain the influence of deceleration on the drift-down profiles.	X							
032 04 04 02		<i>Influence of variables on the en-route one-engine-inoperative performance</i>								
(01)		Describe and explain the factors which affect the en-route net drift-down flight path.	X							
032 04 05 00		Descent								
032 04 05 01		<i>Descent techniques</i>								
(01)		Explain the effect of descending at constant Mach number.	X							
(02)		Explain the effect of descending at constant IAS.	X							

Syllabus	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(01)		Describe the CS-25 requirements for the approach climb (CS 25.121).	X							
(02)		Describe the CS-25 requirements for the landing climb.	X							
(03)		Explain the effect of temperature and pressure altitude on approach and landing-climb performance.	X							
032 04 06 02		Landing-field-length and landing-speed requirements								
(01)	X	Describe the landing distance determined according to CS 25.125 ('demonstrated' landing distance).	X							
(02)		Describe the landing-field-length requirements for dry, wet and contaminated runways and the applicable operational requirements.	X							
(03)	X	Define the 'landing distance available' (LDA).	X							
(04)		Define and explain the following speeds in accordance with CS-25 or CS-Definitions: — reference stall speed in the landing configuration (V_{SR0}); — reference landing speed (V_{REF}); — minimum control speed, approach and landing (V_{MCL}).	X							
032 04 06 03		Influence of variables on landing performance								
(01)		Explain the effect of runway slope, surface conditions and wind on the maximum landing mass for a given landing distance available in accordance with the applicable operational requirements.	X							

Syllabus	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
(02)		Explain the effect on landing distance and maximum allowable landing mass of the following devices affecting deceleration: — reverse; — anti-skid; — ground spoilers or lift dumpers; — autobrakes.	X							
(03)		Explain the effect of temperature and pressure altitude on the maximum landing mass for a given landing distance available.	X							
(04)		Explain the effect of hydroplaning on landing distance required and methods of managing landing on contaminated or wet runways.	X							
032 04 06 04		Quick turnaround limit								
(01)		Describe how break temperature limits the turnaround times.	X							
032 05 00 00		CS-25/EU-OPS PERFORMANCE CLASS A — USE OF AEROPLANE PERFORMANCE DATA	X							
032 05 01 00		Take-off								
032 05 01 01		Take-off (performance data)								
(01)		Determine from given graphs the field-length-limited take-off mass (FLLTOM) and describe situations in which this limitation could be most restrictive for take-off.	X							
(02)		Determine from given graphs the climb-limited take-off mass and describe situations in which this limitation could be most restrictive for take-off.	X							

Syllabus	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
(03)		Determine from given graphs the obstacle-limited mass and describe situations in which this limitation could be most restrictive for take-off.	X							
(04)		Determine from given graphs the tyre-speed-limited take-off mass.	X							
(05)		Determine from given graphs the maximum brake-energy-limited take-off mass.	X							
(06)		Determine the take-off V speeds for the actual take-off mass.	X							
(07)		Determine the maximum take-off mass using given RTOM tables.	X							
(08)		Using RTOM tables, determine the take-off V speeds for the actual take-off weight using appropriate corrections.	X							
(09)		Determine the assumed/flex temperature and take-off V speeds using the RTOM tables.	X							
(10)		Calculate the break cooling time following a rejected take-off given appropriate data.	X							
032 05 02 00		Drift-down and stabilising altitude								
032 05 02 01		<i>Drift-down and stabilising altitude (performance data)</i>								
(01)		Determine the one-engine-out net stabilising altitude (level-off altitude) from given graphs/tables.	X							
(02)		Determine the maximum mass at which the net stabilising altitude with one-engine-out clears the highest relevant obstacle by the required clearance margin.	X							
(03)		Determine, using drift-down graphs, fuel used, time and distance travelled in a descent from a cruise flight level to a given altitude.	X							

Syllabus	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
032 05 03 00		Landing								
032 05 03 01		Landing (performance data)								
(01)		Determine the field length required for landing with a given landing mass from the aeroplane performance data sheets.	X							
(02)		Determine the landing and approach climb-limited landing mass from the aeroplane performance data sheets.	X							
(03)		Calculate the maximum allowable landing mass as the lowest of: — approach-climb- and landing-climb-limited landing mass; — landing-field-length-limited landing mass; — structural-limited landing mass.	X							
(04)		Determine the brake cooling time for different landing masses using the aeroplane performance data sheets.	X							

Appendix to Annex I to ED Decision 2018/001/R

**‘Acceptable Means of Compliance (AMCs) and Guidance Material (GM) to Part-FCL
Amendment 3’**

Appendix

**‘SUBJECT 033 — FLIGHT PERFORMANCE AND PLANNING —
FLIGHT PLANNING AND MONITORING’**

to

AMC1 FCL.310; FCL.515(b); FCL.615(b)

‘Theoretical knowledge examinations’

SUBJECT 033 — FLIGHT PERFORMANCE AND PLANNING — FLIGHT PLANNING AND MONITORING**General Student Pilot Route Manual (GSPRM)**

This document shall be referred to as the General Student Pilot Route Manual (GSPRM) and should contain as a minimum:

1. a table of contents and a list of effective pages;
2. introduction with the instrument flight rules (IFR) charts' legends;
3. 1:500 000 visual flight rule (VFR) aeronautical chart of Germany;
4. en-route low- and high-altitude IFR charts to cover the airspace above all EU Member States plus Norway, Switzerland, Liechtenstein and the Balkans;
5. en-route high-altitude chart of the North Pole (a polar stereographic projection) to illustrate current polar routes;
6. a plotting chart of the North Atlantic (with information on extended range operations with two-engined aeroplanes (ETOPS));
7. area, aerodrome/heliport, aerodrome ground movement, standard instrument departure (SID), standard instrument arrival (STAR) and instrument approach charts (IACs) for Alicante Elche, Amsterdam Schiphol, Dubrovnik Čilipi, London Heathrow, Nantes/Atlantique, Santorini and Stuttgart for aeroplane operations, and Aberdeen, De Kooy and Tromso for helicopter operations;
8. microwave landing system (MLS) approach chart for Galbraith Lake Alaska;
9. an example of a completed air traffic service (ATS) flight plan (with instructions on how to complete it), including the ICAO model flight plan form;
10. introduction with the VFR charts' legends, aerodrome directories for Croatia, France, Germany, Spain and United Kingdom, and area, aerodrome/heliport and visual approach charts (VACs) for Aberdeen Dyce, Alicante Elche, Dubrovnik Čilipi, Friedrichshafen, Gloucestershire and Nantes/Atlantique.

The charts should have a frozen date (e.g. 01.01.2017), and be reissued on a regular basis (e.g. every 4–5 years).

The charts listed above will form the basis for the questions in licensing examinations.

There will be no obligation for any student or approved training organisation (ATO) to buy, use or issue the GSPRM (nor will it have any other subject-matter material in it), but the content will be the basis for charts which may appear in Part-FCL exams. Any chart provider (Lido, Jeppesen, Navtech, etc.) may provide the GSPRM, but the students will not be expected to learn non-ICAO standard symbology or chart requirements.

SUBJECT 033 — FLIGHT PERFORMANCE AND PLANNING — FLIGHT PLANNING AND MONITORING

Note that the term 'mass' is used to describe a quantity of matter, and 'weight' when describing the force. However, the term 'weight' is normally used in aviation to colloquially describe mass. The professional pilot should always note the units to determine whether the term 'weight' is being used to describe a force (e.g. unit newton) or quantity of matter (e.g. unit kilogram).

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
030 00 00 00		FLIGHT PERFORMANCE AND PLANNING								
033 00 00 00		FLIGHT PLANNING AND MONITORING								
033 01 00 00		FLIGHT PLANNING FOR VFR FLIGHTS <i>Remark: Using the GSPRM VFR charts.</i>								
033 01 01 00		VFR navigation plan								
033 01 01 01		<i>Airspace, communication, visual and radio-navigation data from VFR charts</i>								
(01)		Select routes taking the following criteria into account: — classification of airspace; — restricted areas; — VFR semicircular rules; — visually conspicuous points; — radio-navigation aids.	X	X	X	X	X			
(02)		Find the frequencies or identifiers of radio-navigation aids from charts.	X	X	X	X	X			
(03)		Find the communication frequencies and call signs for the following:	X	X	X	X	X			

SUBJECT 033 — FLIGHT PERFORMANCE AND PLANNING — FLIGHT PLANNING AND MONITORING

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		<ul style="list-style-type: none"> — control agencies and service facilities; — flight information service (FIS); — weather information stations; — automatic terminal information service (ATIS). 								
033 01 01 02		Planning courses, distances and cruising levels with VFR charts								
(01)		Choose visual waypoints in accordance with specified criteria (large, unique, contrast, vertical extent, etc.).	X	X	X	X	X			
(02)		Measure courses and distances from a VFR chart.	X	X	X	X	X			
(03)		Find the highest obstacle within a given distance on either side of the course.	X	X	X	X	X			
(04)		Find the following data from a VFR chart and transfer them to a navigation plan: <ul style="list-style-type: none"> — waypoints or turning points; — distances; — true/magnetic courses. 	X	X	X	X	X			
(05)		Calculate the minimum pressure altitude with a given obstacle clearance or true altitude from a given altitude or pressure altitude from minimum grid-area altitude using outside air temperature (OAT) and QNH.	X	X	X	X	X			
(06)		Calculate the vertical or horizontal distance and time to climb or descend to/from a given level or altitude with given data.	X	X	X	X	X			
(07)		Explain how to determine the position of a significant VFR point for insertion into a global navigation satellite system (GNSS) flight plan, using the distance and bearing	X	X	X	X	X			

SUBJECT 033 — FLIGHT PERFORMANCE AND PLANNING — FLIGHT PLANNING AND MONITORING

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		from an existing significant point and using coordinates.								
033 01 01 03		<i>Aerodrome charts and aerodrome directory</i>								
(01)	X	Explain the reasons for studying the visual departure procedures and the available approach procedures.	X	X	X	X	X			
(02)		Find all visual procedures which can be expected at the departure, destination and alternate aerodromes.	X	X	X	X	X			
(03)		Find all relevant aeronautical and regulatory information required for VFR flight planning from the aerodrome charts or aerodrome directory.	X	X	X	X	X			
033 01 01 04		<i>Intentionally left blank</i>								
033 01 01 05		<i>Completion of navigation plan</i>								
(01)		Calculate the true airspeed (TAS) from given aircraft performance data, altitude and OAT.	X	X	X	X	X			
(02)		Calculate wind correction angles (WCAs), drift and ground speeds (GS).	X	X	X	X	X			
(03)		Calculate individual and accumulated times for each leg to destination and alternate aerodromes.	X	X	X	X	X			
033 02 00 00		FLIGHT PLANNING FOR IFR FLIGHTS <i>Remark: Using the GSPRM IFR charts.</i>								
033 02 01 00		IFR navigation plan								
033 02 01 01		<i>Air traffic service (ATS) routes</i>								
(01)		Identify suitable routings by identifying all relevant aeronautical and regulatory information (including information published in the national aeronautical	X		X			X	X	

SUBJECT 033 — FLIGHT PERFORMANCE AND PLANNING — FLIGHT PLANNING AND MONITORING

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		information publication (AIP)) required for IFR flight planning.								
(02)		Identify and describe ATS routes (conventional, area navigation (RNAV), required navigation performance (RNP), conditional routes (CDRs), and direct routes).	X		X			X	X	
033 02 01 02		<i>Courses and distances from en-route charts</i>								
(01)		Determine courses and distances.	X		X			X	X	
(02)		Determine bearings and distances of waypoints from radio-navigation aids.	X		X			X	X	
033 02 01 03		<i>Altitudes</i>								
(01)		Define the following altitudes: — minimum en-route altitude (MEA); — minimum obstacle clearance altitude (MOCA); — minimum sector altitude (MSA); — minimum off-route altitude (MORA); — grid minimum off-route altitude (Grid MORA); — maximum authorised altitude (MAA); — minimum crossing altitude (MCA); — minimum holding altitude (MHA).	X		X			X	X	
(02)		Extract the following altitudes from the chart(s): — MEA; — MOCA; — MSA; — MORA; — Grid MORA;	X		X			X	X	

SUBJECT 033 — FLIGHT PERFORMANCE AND PLANNING — FLIGHT PLANNING AND MONITORING

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		<ul style="list-style-type: none"> — MAA; — MCA; — MHA. 								
(03)		State who is responsible for terrain separation during IFR flight inside and outside controlled airspace.	X		X			X	X	
(04)		State the minimum obstacle clearance requirements for en-route IFR flight inside and outside controlled airspace.	X		X			X	X	
(05)		State when a temperature error correction must be applied by either the pilot or ATC.	X		X			X	X	
(06)		Identify and explain the use of minimum radar vectoring altitudes.	X		X			X	X	
(07)		Calculate the minimum pressure altitude required with a given obstacle clearance, magnetic track, OAT, QNH and reduced vertical separation minimum (RVSM)/non-RVSM information.	X		X			X	X	
(08)		Calculate true altitude from a given pressure altitude and obstacle elevation using OAT and QNH.	X		X			X	X	
033 02 01 04		Standard instrument departure (SID) and standard instrument arrival (STAR) routes								
(01)	X	State the reasons for studying SID and STAR charts.	X		X			X	X	
(02)	X	State that SID and STAR charts show procedures only in a pictorial presentation style which may not be true to scale.	X		X			X	X	
(03)		Interpret all data and information represented on SID and STAR charts, particularly: <ul style="list-style-type: none"> — routings; 	X		X			X	X	

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		<ul style="list-style-type: none"> — distances; — courses; — radials; — altitudes/levels; — frequencies; — restrictions; — RNAV waypoints and non-RNAV intersection; — fly-over and fly-by waypoints. 								
(04)		Identify SID and STAR charts which might be relevant for a planned flight.	X		X			X	X	
(05)		Define SID and STAR for RNAV only.	X		X			X	X	
(06)		Describe the difference between SID/STAR, RNAV SID/STAR and RNAV SID/STAR overlay.	X		X			X	X	
033 02 01 05		<i>Instrument-approach charts</i>								
(01)	X	State the reasons for being familiar with instrument-approach procedures (IAPs) and appropriate data for departure, destination and alternate aerodromes.	X		X			X	X	
(02)		Select IAPs appropriate for departure, destination and alternate aerodromes.	X		X			X	X	
(03)		Interpret all procedures, data and information represented on instrument-approach charts, particularly: <ul style="list-style-type: none"> — courses and radials; — distances; — altitudes/levels/heights; — restrictions; 	X		X			X	X	

SUBJECT 033 — FLIGHT PERFORMANCE AND PLANNING — FLIGHT PLANNING AND MONITORING

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		<ul style="list-style-type: none"> — obstructions; — frequencies; — speeds and times; — decision altitudes/heights (DAs/Hs); — (DA/H) and minimum descent altitudes/heights (MDAs/Hs); — visibility and runway visual ranges (RVRs); — approach-light systems. 								
(04)		<p>Explain the following IAP terms:</p> <ul style="list-style-type: none"> — type A and B; — 2D and 3D; — CAT I, II and III; — precision approach (conventional and ground-based augmentation system (GBAS)); — non-precision approach (conventional and required navigation performance approach (RNP APCH) (lateral navigation (LNAV), LNAV/vertical navigation (VNAV), localiser performance (LP), localiser performance with vertical guidance (LPV), and required navigation performance authorisation required approach (RNP AR APCH)); — approach procedure with vertical guidance (APV) (APV Baro and APV satellite-based augmentation system (SBAS)). 	X		X			X	X	
033 02 01 06		Communications and radio-navigation planning data								
(01)		Find the communication frequencies and call signs for	X		X			X	X	

SUBJECT 033 — FLIGHT PERFORMANCE AND PLANNING — FLIGHT PLANNING AND MONITORING

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		aeronautical services for IFR flights from en-route charts.								
(02)		Find the frequency or identifiers of radio-navigation aids for IFR flights from en-route charts.	X		X			X	X	
033 02 01 07		Completion of a manual navigation plan								
(01)		Complete a navigation plan with the courses, distances and frequencies taken from charts.	X		X			X	X	
(02)		Find the SID and STAR routes to be flown or to be expected.	X		X			X	X	
(03)		Determine the position of top of climb (TOC) and top of descent (TOD) from given appropriate data.	X		X			X	X	
(04)		Determine variation and calculate magnetic/true courses.	X		X			X	X	
(05)		Calculate TAS from given aircraft performance data, altitude and OAT.	X		X			X	X	
(06)		Calculate wind correction angles (WCAs)/drift and ground speeds (GSs).	X		X			X	X	
(07)		Calculate individual and accumulated times for each leg to destination and alternate aerodromes.	X		X			X	X	
(08)		Describe the advantages of global navigation satellite system/flight management computer (GNSS/FMC) equipment regarding: <ul style="list-style-type: none"> — automatic calculation and display of tracks and leg distances; — additional route information in the database (minimum altitudes, approach procedures); — time and fuel estimates over waypoints; — ability to adjust speed to arrive over a waypoint at 	X		X			X	X	

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		forecast meteorological conditions.								
(06)		State the minimum amount of remaining fuel required on arrival at the destination and alternate aerodromes/heliports.	X	X	X	X	X	X	X	
(07)		Explain and describe how to calculate nautical air miles (NAM) from nautical ground miles (NGM).	X	X	X	X	X	X	X	
033 03 02 00		Pre-flight fuel planning for commercial flights								
033 03 02 01		Taxi fuel								
(01)		Determine the fuel required for engine start and taxiing by consulting the fuel-usage tables or graphs from the flight manual taking into account all the relevant conditions.	X	X	X	X	X			
033 03 02 02		Trip fuel								
(01)		Define trip fuel and name the segments of flight for which the trip fuel is relevant.	X	X	X	X	X			
(02)		Determine the trip fuel for the flight by using data from the fuel tables or graphs from the flight manual.	X	X	X	X	X			
033 03 02 03		Reserve fuel and its components								
		Contingency fuel								
(01)		Explain the reasons for having contingency fuel.	X	X	X	X	X			
(02)		Calculate the contingency fuel according to the applicable operational requirements.	X	X	X	X	X			
		Alternate fuel								
(03)		Explain the reasons and regulations for having alternate fuel	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
033 06 02 00		<i>In-flight replanning</i>								
033 06 02 01		<i>Deviation from planned data</i>								
(01)		State that the commander is responsible for ensuring that, even in case of diversion, the remaining fuel is not less than the fuel required to proceed to an aerodrome where a safe landing can be made, with final reserve fuel remaining.	X	X	X	X	X			
(02)		Explain that, in the case of an in-flight update, the commander has to check the following: — the suitability of the new destination or alternate aerodrome; — meteorological conditions on revised routing and at revised destination or alternate aerodrome; — the aircraft must be able to land with the prescribed final reserve fuel.	X	X	X	X	X			
(03)		Calculate the revised destination/alternate aerodrome landing mass from given latest data.	X	X	X	X	X			

Appendix to Annex I to ED Decision 2018/001/R

**'Acceptable Means of Compliance (AMCs) and Guidance Material (GM) to Part-FCL
Amendment 3'**

Appendix

**'SUBJECT 034 — FLIGHT PERFORMANCE AND PLANNING —
PERFORMANCE — HELICOPTERS'**

to

AMC1 FCL.310; FCL.515(b); FCL.615(b)

'Theoretical knowledge examinations'

SUBJECT 034 — FLIGHT PERFORMANCE AND PLANNING — PERFORMANCE — HELICOPTERS

Note that the term 'mass' is used to describe a quantity of matter, and 'weight' when describing the force. However, the term 'weight' is normally used in aviation to colloquially describe mass. The professional pilot should always note the units to determine whether the term 'weight' is being used to describe a force (e.g. unit newton) or quantity of matter (e.g. unit kilogram).

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
030 00 00 00		FLIGHT PERFORMANCE AND PLANNING								
034 00 00 00		PERFORMANCE — HELICOPTERS								
034 01 00 00		GENERAL								
034 01 01 00		Performance legislation								
034 01 01 01		<i>Airworthiness requirements</i>								
(01)		Interpret the airworthiness requirements of CS-27 and CS-29.			X	X	X			
(02)		Name the general differences between helicopters certified according to CS-27 and CS-29.			X	X	X			
034 01 01 02		<i>Operational regulations</i>								
(01)		State that the person responsible for complying with operational procedures is the commander.			X	X	X			
(02)		Use and interpret diagrams and tables associated with CAT A and CAT B procedures in order to select and develop Class 1, 2 and 3 performance profiles according to available heliport size and location (surface or elevated).			X	X				
(03)		Interpret the charts showing minimum clearances			X	X				

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		associated with CAT A and CAT B procedures.								
034 01 02 00		General performance theory								
034 01 02 01		Phases of flight								
(01)		Explain the following phases of flight: — take-off; — climb; — level flight; — descent; — approach and landing.			X	X	X			
(02)		Describe the necessity for different take-off and landing procedures.			X	X	X			
034 01 02 02		Definitions and terms								
(01)		Define the following terms: — CAT A; — CAT B; — Performance Class 1, 2 and 3; — congested area; — elevated heliport; — helideck; — heliport; — hostile environment; — maximum operational passenger seating configuration (MOPSC); — non-hostile environment; — obstacle;			X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		<ul style="list-style-type: none"> — rotor radius (R); — take-off mass; — touchdown and lift-off area (TLOF); — safe forced landing; — speed for best rate of climb (V_y); — never exceed speed (V_{NE}); — velocity landing gear extended (V_{LE}); — velocity landing gear operation (V_{LO}); — cruising speed and maximum cruising speed. 								
(02)		<p>Define the following terms:</p> <ul style="list-style-type: none"> — reported headwind component; — take-off decision point (TDP); — defined point after take-off (DPATO); — take-off distance required helicopter (TODRH); — take-off distance available helicopter (TODAH); — distance required (DR); — rejected take-off distance required helicopter (RTODRH); — rotation point (RP); — committal point (CP); — defined point before landing (DPBL); — landing decision point (LDP); — landing distance available helicopter (LDAH); — landing distance required helicopter (LDRH); — ditching (see operations). 			X	X				

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(03)		Understand the meaning and significance of the acronyms AEO and OEI.			X	X				
(04)		Define the terms 'climb angle' and 'climb gradient'.			X	X				
(05)		Define the terms 'flight-path angle' and 'flight-path gradient'.			X	X				
(06)		Define ' $V_{\max\text{Range}}$ ' (speed for maximum range) and $V_{\max\text{End}}$ (speed for maximum endurance).			X	X	X			
(07)		Define and calculate the gradient by using power, wind, and helicopter mass.			X	X				
(08)		Explain the terms 'operational ceiling' and 'absolute ceiling'.			X	X	X			
(09)		Explain the term 'service ceiling OEI'.			X	X	X			
(10)		Explain the difference between hovering in ground effect (HIGE) and hovering out of ground effect (HOGE).			X	X	X			
034 01 02 03		Power required/power available curves								
(01)		Understand and interpret the power required/power available versus TAS graphs.			X	X	X			
034 01 02 04		Height–velocity graphs								
(01)		Understand and interpret height–velocity graphs.			X	X	X			
034 01 02 05		Influencing variables on performance								
(01)		Explain how the following factors affect helicopter performance: — pressure altitude;			X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		<ul style="list-style-type: none"> — humidity; — temperature; — wind; — helicopter mass; — helicopter configuration; — helicopter centre of gravity (CG). 								
034 02 00 00		PERFORMANCE CLASS 3 — SINGLE-ENGINE HELICOPTERS								
034 02 01 00		Effect of variables on single-engine (SE) helicopter performance								
034 02 01 01		<i>Effect of variables on SE helicopter performance</i>								
(01)		Determine the wind component, altitude and temperature for hovering, take-off and landing.			X	X	X			
(02)		<p>Explain that operations are to be conducted only from/to heliports and over such routes, areas and diversions contained in a non-hostile environment where a safe forced landing can be carried out (point CAT.OP.MPA.137 of the EU Regulation on air operations, except when the helicopter is approved to operate in accordance with point CAT.POL.H.420).</p> <p>(Consider the exception: Operations may be conducted in a hostile environment. Ground level exposure — and exposure for elevated final approach and take-off areas (FATOs) or helidecks in non-hostile environments — is allowed for operations approved under CAT.POL.H.305, during the take-off and landing phases.)</p>			X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(03)		Explain the effect of temperature, wind and altitude on climb, cruise and descent performance.			X	X	X			
034 02 02 00		Take-off and landing								
034 02 02 01		Take-off and landing (including hover)								
(01)		Explain the take-off and landing requirements.			X	X	X			
(02)		Explain the maximum allowed take-off and landing mass.			X	X	X			
(03)		Explain that mass has to be restricted to HIGE.			X	X	X			
(04)		Explain that if HIGE is unlikely to be achieved (for example, blocked by an obstruction), then mass must be restricted to HOGÉ.			X	X	X			
034 02 03 00		Climb, cruise and descent								
034 02 03 01		Climb, cruise and descent (capabilities)								
(01)		State that the helicopter must be capable of flying its intended track without flying below the appropriate minimum flight altitude and be able to perform a safe forced landing.			X	X	X			
(02)		Explain the effect of altitude on the maximum endurance speed.			X	X	X			
034 02 04 00		Use of helicopter performance data								
034 02 04 01		Take-off (including hover)								
(01)		Find the maximum wind component.			X	X	X			
(02)		Find the maximum allowed take-off mass for certain			X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		ACCORDING TO CS-29 ONLY								
034 04 01 00		Take-off								
034 04 01 01		Take-off distances								
(01)		Explain the effects of the following variables on the flight-path and take-off distances: <ul style="list-style-type: none"> — take-off with HIGE or HOGЕ; — take-off procedure; — obstacle clearances both laterally and vertically; — take-off from non-elevated heliports; — take-off from elevated heliports or helidecks; — take-off from a TLOF. 			X	X				
(02)		Explain the effects of the following variables on take-off distances: <ul style="list-style-type: none"> — mass; — take-off configuration; — bleed-air configurations. 			X	X				
(03)		Explain the effects of the following meteorological conditions on take-off distances: <ul style="list-style-type: none"> — wind; — temperature; — pressure altitude. 			X	X				
(04)		Explain the take-off distances for specified conditions and configuration for AEO and OEI.			X	X				
(05)		Explain the effect of obstacles on the take-off distance required.			X	X				

SUBJECT 034 — FLIGHT PERFORMANCE AND PLANNING — PERFORMANCE — HELICOPTERS

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(06)		State the assumed reaction time between engine failure and recognition.			X	X				
(07)		Explain that the flight must be carried out visually up to TDP.			X	X				
034 04 01 02		Rejected take-off distance required (helicopter) (RTODR(H))								
(01)		Explain RTODR(H) for specified conditions and configuration for AEO and OEI.			X	X				
(02)		Explain the time-to-decide allowance (decision time) and deceleration procedure.			X	X				
034 04 01 03		Intentionally left blank								
034 04 01 04		Take-off climb								
(01)		Define the segments of the take-off flight path.			X	X				
(02)		Explain the effect of changes in the configuration on power and speed in the segments.			X	X				
(03)		Explain the climb-gradient requirements for OEI.			X	X				
(04)		State the minimum altitude over the take-off path when flying at the take-off safety speed in a Category A helicopter (V_{Toss}).			X	X				
(05)		Describe the influence of airspeed selection, acceleration and turns on the climb gradient and best rate-of-climb speed.			X	X				
034 04 01 05		Obstacle-limited take-off								
(01)		Describe the operational regulations for obstacle			X	X				

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		clearance of the take-off flight path in the departure sector with OEI.								
034 04 01 06		<i>Use of helicopter performance data</i>								
(01)		Determine from helicopter performance data sheets the maximum mass that satisfies the operational regulations for take-off in terms of regulated take-off mass, TODRH and minimum gradients for climb and obstacle clearance.			X	X				
034 04 02 00		Climb								
034 04 02 01		<i>Climb techniques</i>								
(01)		Explain the effect of climbing with best rate-of-climb speed (V_Y).			X	X				
(02)		Explain the influence of altitude on V_Y .			X	X				
034 04 02 02		<i>Use of helicopter flight data</i>								
(01)		Find the rate of climb and calculate the time to climb to a given altitude.			X	X				
034 04 03 00		Cruise								
034 04 03 01		<i>Cruise techniques</i>								
(01)		Explain the cruise procedures for 'maximum endurance' and 'maximum range'.			X	X				
034 04 03 02		<i>Maximum endurance</i>								
(01)		Explain fuel flow in relation to true airspeed (TAS).			X	X				
(02)		Explain the speed for maximum endurance.			X	X				

SUBJECT 034 — FLIGHT PERFORMANCE AND PLANNING — PERFORMANCE — HELICOPTERS

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
034 04 03 03		Maximum range								
(01)		Explain the speed for maximum range.			X	X				
034 04 03 04		Maximum cruise								
(01)		Explain the speed for maximum cruise.			X	X				
034 04 03 05		Cruise altitudes								
(01)		Explain the factors which might affect or limit the operating altitude.			X	X				
(02)		Understand the relation between power setting, fuel consumption, cruising speed and altitude.			X	X				
034 04 03 06		Use of helicopter performance data								
(01)		Determine the fuel consumption from the helicopter performance data sheets in accordance with altitude and helicopter mass.			X	X				
034 04 04 00		En-route one-engine-inoperative (OEI)								
034 04 04 01		Requirements for en-route flights with OEI								
(01)		State the flight-path clearance requirements.			X	X				
(02)		Explain drift-down techniques.			X	X				
(03)		State the reduction in the flight-path width when navigational accuracy can be achieved.			X	X				
034 04 04 02		Use of helicopter flight data								
(01)		Find the single-engine service ceiling, range and endurance from given engine-inoperative charts.			X	X				

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(02)		Find OEI operating data from suitable charts.			X	X				
(03)		Find the amount of fuel to be jettisoned in order to reduce helicopter mass.			X	X				
(04)		Calculate the relevant parameters for drift-down procedures.			X	X				
034 04 05 00		Descent								
034 04 05 01		<i>Use of helicopter flight data</i>								
(01)		Find the rate of descent and calculate the time to descend to a given altitude.			X	X				
034 04 06 00		Landing								
034 04 06 01		<i>Landing requirements</i>								
(01)		State the requirements for landing.			X	X				
034 04 06 02		<i>Landing procedures</i>								
(01)		Explain the procedure for critical power-unit failure before and after the landing decision point.			X	X				
(02)		Explain that the portion of flight after the landing decision point must be carried out visually.			X	X				
(03)		Explain the procedures and required obstacle clearances for landings on different heliports/helidecks.			X	X				
034 04 06 03		<i>Use of helicopter performance data</i>								
(01)		Determine from helicopter performance data sheets the maximum mass that satisfies the operational regulations for landing in terms of regulated landing			X	X				

Appendix to Annex I to ED Decision 2018/001/R

**'Acceptable Means of Compliance (AMCs) and Guidance Material (GM) to Part-FCL
Amendment 3'**

Appendix

'SUBJECT 040 — HUMAN PERFORMANCE AND LIMITATIONS'

to

AMC1 FCL.310; FCL.515(b); FCL.615(b)

'Theoretical knowledge examinations'

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
		Acceleration								
(45)		Define 'linear acceleration' and 'angular acceleration'.	X	X	X	X	X	X	X	
(46)		Describe the effects of z-acceleration on the circulation and blood volume distribution.	X	X	X	X	X	X		
(47)		List magnitude, duration and onset as factors that determine the effects of acceleration on the human body.	X	X	X	X	X	X	X	
(48)		List the effects of positive acceleration with respect to type, sequence and corresponding G-load.	X	X	X	X	X	X		
		Carbon monoxide								
(49)		State how carbon monoxide is produced.	X	X	X	X	X	X		
(50)		State how the presence of carbon monoxide in the blood affects the distribution of oxygen.	X	X	X	X	X	X		
(51)		List the signs and symptoms of carbon-monoxide poisoning.	X	X	X	X	X	X		
(52)		Explain immediate countermeasures on suspicion of carbon-monoxide poisoning and how poisoning can be treated later on the ground.	X	X	X	X	X	X		
040 02 01 03		High-altitude environment								
(01)		State how an increase in altitude may change the proportion of ozone in the atmosphere and that aircraft can be equipped with special ozone removers.	X							
		Radiation								
(02)		State the sources of radiation at high altitude.	X							

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
(03)		List the effects of excessive exposure to radiation.	X							
		Humidity								
(04)		List the factors that affect the relative humidity of both the atmosphere and cabin air.	X							
(05)		List the effects of low humidity on human body to be spurious thirst, dry eyes, skin and mucous membranes, and indicate measures that can be taken: drinking water, using eye drops and aqueous creams.	X							
040 02 02 00		People and the environment: the sensory system								
040 02 02 01		The different senses								
(01)		List the different senses.	X	X	X	X	X	X	X	
040 02 02 02		Central, peripheral and autonomic nervous system								
(01)		Define the term 'sensory threshold'.	X	X	X	X	X	X		
(02)		Define the term 'sensitivity', especially in the context of vision.	X	X	X	X	X	X		
(03)		Give examples of sensory adaptation.	X	X	X	X	X	X		
(04)		Define the term 'habituation' and state its implication for flight safety.	X	X	X	X	X	X		
040 02 02 03		Vision								
		Functional anatomy								
(01)		Name the most important parts of the eye and the	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
		recommendations to avoid or counteract the problems with high or low approach or flare at the wrong time.								
(06)		State the problems associated with flickering lights (strobe lights, anti-collision lights, propellers and rotors under certain light conditions, etc.).	X	X	X	X	X	X	X	
(07)		Describe vestibular illusions caused by the angular accelerations (the Leans, Coriolis) and linear accelerations (somatogravic, G-effect).	X	X	X	X	X	X	X	
(08)		Relate the above-mentioned vestibular illusions to problems encountered in flight and state the dangers involved.	X	X	X	X	X	X	X	
(09)		State that the 'seat-of-the-pants' sense is completely unreliable when visual contact with the ground is lost or when flying in instrument meteorological conditions (IMC) or with a poor visual horizon.	X	X	X	X	X	X	X	
(10)		Differentiate between vertigo, Coriolis effect, and spatial disorientation.	X	X	X	X	X	X	X	
(11)		List the measures to prevent or overcome spatial disorientation.	X	X	X	X	X	X	X	
040 02 03 00		Health and hygiene								
040 02 03 01		<i>Intentionally left blank</i>								
040 02 03 02		<i>Body rhythm and sleep</i>								
(01)		Name some internal body rhythms and their relevance to sleep. Explain that the most important of which is body temperature.	X	X	X	X				

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
(02)		Explain the term 'circadian rhythm'.	X	X	X	X	X			
(03)		State the approximate duration of a 'free-running' rhythm.	X	X	X	X	X			
(04)		Explain the significance of the 'internal clock' in regulating the normal circadian rhythm.	X	X	X	X	X			
(05)		State the effect of the circadian rhythm of body temperature on an individual's performance standard and on an individual's sleep patterns.	X	X	X	X	X			
(06)		List and describe the stages of a sleep cycle.	X	X	X	X	X			
(07)		Differentiate between rapid eye movement (REM) and non-REM sleep.	X	X	X	X	X			
(08)		Explain the function of sleep and describe the effects of insufficient sleep on performance.	X	X	X	X	X			
(09)		Explain the simple calculations for the sleep/wake credit/debit situation.	X	X	X	X	X			
(10)		Explain how sleep debit can become cumulative.	X	X	X	X	X			
(11)		State the time formula for the adjustment of body rhythms to the new local time scale after crossing time zones.	X	X	X	X	X			
(12)		State the problems caused by circadian dysrhythmia (jet lag) with regard to an individual's performance and sleep.	X	X	X	X	X			
(13)		Differentiate between the effects of westbound and eastbound travel.	X	X	X	X	X			
(14)		Explain the interactive effects of circadian rhythm and	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
		consequences for the medical licence; — pilots are not protected from Type 2 diabetes more than other people.								
(15)		Describe the typical back problems (unspecific back pain, slipped disc) that pilots have. Explain also the ways of preventing and treating these problems: — good sitting posture; — lumbar support; — good physical condition; — in-flight exercise, if possible; — physiotherapy.	X	X	X	X	X	X		
		Food hygiene								
(16)		Stress the importance of and methods to be adopted by aircrew, especially when travelling abroad, to avoid contaminated food and liquids.	X	X	X	X	X	X		
(17)		List the major contaminating sources in foodstuffs.	X	X	X	X	X	X		
(18)		State the major constituents of a healthy diet.	X	X	X	X	X	X		
(19)		State the measure to avoid hypoglycaemia.	X	X	X	X	X	X		
(20)		State the importance of adequate hydration.	X	X	X	X	X	X		
		Tropical climates								
(21)		List the problems associated with operating in tropical climates.	X	X	X	X	X			
(22)		State the possible causes/sources of incapacitation in tropical countries with reference to:	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
(02)		Indicate the level of caffeine dosage at which performance is degraded.	X	X	X	X	X	X		
(03)		Besides coffee, indicate other beverages containing caffeine.	X	X	X	X	X	X		
		Alcohol								
(04)		State the maximum acceptable limit of alcohol for flight crew according to the applicable regulations.	X	X	X	X	X	X		
(05)		State the effects of alcohol consumption on: — the ability to reason; — inhibitions and self-control; — vision; — the sense of balance and sensory illusions; — sleep patterns; — hypoxia.	X	X	X	X	X	X		
(06)		State the effects alcohol may have if consumed together with other drugs.	X	X	X	X	X	X		
(07)		List the signs and symptoms of alcoholism.	X	X	X	X	X	X		
(08)		List the factors that may be associated with the development of alcoholism.	X	X	X	X	X	X		
(09)		Define the 'unit' of alcohol and state the approximate elimination rate from the blood.	X	X	X	X	X	X		
(10)		State the maximum daily and weekly intake of units of alcohol which may be consumed without causing damage to the organs and systems of the human body.	X	X	X	X	X	X		
(11)		Discuss the actions that might be taken if a crew	X		X	X				

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
(10)		Explain the general idea behind the creation of a model for decision-making based upon: <ul style="list-style-type: none"> — definition of the aim; — collection of information; — risk assessment; — development of options; — evaluation of options; — decision; — implementation; — consequences; — review and feedback. 	X	X	X	X	X	X	X	
040 03 04 00		Avoiding and managing errors: cockpit management								
040 03 04 01		Safety awareness								
(01)		Justify the need for being aware of not only one's own performance but that of others before and during a flight and the possible consequences or risks.	X	X	X	X	X	X	X	
040 03 04 02		Coordination (multi-crew concepts)								
(01)		Name the objectives of the multi-crew concept.	X		X	X				
(02)		State and explain the elements of multi-crew concepts.	X		X	X				
(03)		Describe the concepts of 'standard operating procedures' (SOPs), checklists and crew briefings.	X	X	X	X	X			
(04)		Describe the purpose of and procedure for crew briefings.	X		X	X				
(05)		Describe the purpose of and procedure for checklists.	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
(06)		Describe the function of communication in a coordinated team.	X		X	X				
(07)		Explain the advantages of SOPs.	X	X	X	X	X			
(08)		Explain how SOPs contribute to avoiding, reducing and managing threats and errors.	X	X	X	X	X			
(09)		Explain potential threats of SOPs, for example during company or type conversion (e.g. motor programmes, company culture, hazardous attitudes, developed habits).	X	X	X	X	X			
040 03 04 03		Cooperation								
(01)		Distinguish between cooperation and coercion.	X	X	X	X	X			
(02)		Define the term 'group'.	X	X	X	X	X			
(03)		Illustrate the influence of interdependence in a group.	X	X	X	X	X			
(04)		List the advantages and disadvantages of teamwork.	X	X	X	X	X			
(05)		Explain the term 'synergy'.	X	X	X	X	X			
(06)		Define the term 'cohesion'.	X	X	X	X	X			
(07)		Define the term 'groupthink'.	X	X	X	X	X			
(08)		State the essential conditions for good teamwork.	X	X	X	X	X			
(09)		Explain the function of role and norm in a group.	X	X	X	X	X			
(10)		Name the different role patterns which occur in a group situation.	X	X	X	X	X			

Appendix to Annex I to ED Decision 2018/001/R

**'Acceptable Means of Compliance (AMCs) and Guidance Material (GM) to Part-FCL
Amendment 3'**

Appendix

'SUBJECT 050 — METEOROLOGY'

to

AMC1 FCL.310; FCL.515(b); FCL.615(b)

'Theoretical knowledge examinations'

SUBJECT 050 — METEOROLOGY

The operation of an aircraft is affected by the weather conditions within the atmosphere. The pilot should prove that they fulfil the following objectives in order to complete a flight safely in given meteorological conditions.

(1) Training aims

(i) Knowledge. After completion of the training, the pilot should be able to:

- understand the physical processes in the atmosphere;
- interpret the actual and forecast weather conditions in the atmosphere; and
- demonstrate understanding of the meteorological hazards and their effects on aircraft.

(ii) Skills. After completion of the training, the pilot should be able to:

- collect all the weather information which may affect a given flight;
- analyse and evaluate available weather information before flight as well as that collected in flight; and
- resolve any problems presented by the given weather conditions.

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
		<p><i>Remark: The following rules should be considered for altimetry calculations:</i></p> <p>a) <i>All calculations are based on rounded pressure values to the nearest lower hPa.</i></p> <p>b) <i>The value for the barometric lapse rate between MSL and 700 hPa to be used is 30 ft/hPa as an acceptable approximation of the barometric lapse rate.</i></p> <p>c) <i>To determine the true altitude/height, the following rule of thumb, called the '4 %-rule', shall be used: the altitude/height changes by 4 % for each 10 °C temperature deviation from ISA.</i></p> <p>d) <i>If no further information is given, the deviation of the outside-air temperature from ISA is considered to be constantly the same given value in the whole layer.</i></p> <p>e) <i>The elevation of the aerodrome has to be taken into account. The temperature correction has to be considered for the layer between the ground and the position of the aircraft.</i></p>								
050 01 06 04		Effect of accelerated airflow due to topography								
(01)		Describe qualitatively how the effect of accelerated airflow due to topography (the Bernoulli effect) affects altimetry.	X	X	X	X	X	X	X	
050 02 00 00		WIND								
050 02 01 00		Definition and measurement of wind								
050 02 01 01		Definition and measurement								

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
(01)		Explain the formation of convective turbulence, mechanical and orographic turbulence, and frontal turbulence.	X	X	X	X	X	X	X	
(02)		State where turbulence will normally be found (rough-ground surfaces, relief, inversion layers, cumulonimbus (CB), thunderstorm (TS) zones, unstable layers).	X	X	X	X	X	X	X	
050 02 06 03		<i>Clear-air turbulence (CAT) — description, cause and location</i>								
(01)		Describe CAT.	X	X				X	X	
(02)		Describe the formation of CAT.	X	X	X	X	X	X	X	
(03)		State where CAT is found in association with jet streams, in high-level troughs and in other disturbed high-level air flows. <i>(Refer to Subject 050 09 02 02)</i>	X							
(04)		State that remote sensing of CAT from satellites is not possible and that forecasting is limited.	X	X				X	X	
(05)		State that pilot reports of turbulence are a very valuable source of information as remote measurements are not available.	X	X	X	X	X	X	X	
050 02 07 00		Jet streams								
050 02 07 01		<i>Description</i>								
(01)		Describe jet streams.	X	X				X	X	
(02)		State the defined minimum speed of a jet stream (60 kt).	X	X				X	X	
(03)		State the typical figures for the dimensions of jet streams.	X	X				X	X	

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
(01)		Define a 'stationary front'.	X	X	X	X	X	X	X	
(02)		Describe the cloud, weather, ground visibility and aviation hazards in a stationary front.	X	X	X	X	X	X	X	
050 06 02 08		<i>Movement of fronts and pressure systems, life cycle</i>								
(01)		Describe the movements of fronts and pressure systems and the life cycle of a mid-latitude depression.	X	X	X	X	X	X	X	
(02)		State the rules for predicting the direction and the speed of movement of fronts.	X	X	X	X	X	X	X	
(03)		State the difference in the speed of movement between cold and warm fronts.	X	X	X	X	X	X	X	
(04)		State the rules for predicting the direction and the speed of movement of frontal depressions.	X	X	X	X	X	X	X	
(05)		Describe, with a sketch if required, the genesis, development and life cycle of a frontal depression with associated cloud and rain belts.	X	X	X	X	X	X	X	
050 06 02 09		<i>Changes of meteorological elements at a frontal wave</i>								
(01)		Sketch a plan and a cross section of a frontal wave (warm front, warm sector, and cold front) and illustrate the changes of pressure, temperature, surface wind and wind in the vertical axis.	X	X	X	X	X	X	X	
050 07 00 00		PRESSURE SYSTEMS								
050 07 01 00		The principal pressure areas								
050 07 01 01		<i>Location of the principal pressure areas</i>								
(01)		Identify or indicate on a map the principal global high-	X		X	X				

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
(02)		Describe the formation and properties of thermal, orographic (lee lows), polar and secondary depressions.	X	X	X	X	X	X	X	
(03)		Describe the formation, the properties and the associated weather at troughs.	X	X	X	X	X	X	X	
050 07 04 00		Tropical revolving storms								
050 07 04 01		Characteristics of tropical revolving storms								
(01)		State the conditions necessary for the formation of tropical revolving storms.	X	X	X	X	X			
(02)		State how a tropical revolving storm generally moves in its area of occurrence.	X	X	X	X	X			
(03)		Name the stages of the development of tropical revolving storms (tropical disturbance, tropical depression, tropical storm, severe tropical storm, tropical revolving storm).	X	X	X	X	X			
(04)		Describe the meteorological conditions in and near a tropical revolving storm.	X	X	X	X	X			
(05)		State the approximate dimensions of a tropical revolving storm.	X	X	X	X	X			
(06)		State that the movement of a tropical revolving storm can only rarely be forecast exactly, and that utmost care is necessary near a tropical revolving storm.	X	X	X	X	X			
050 07 04 02		Origin and local names, location and period of occurrence								
(01)		List the areas of origin and occurrence of tropical revolving storms, and their specified names (hurricane, typhoon, tropical cyclone).	X	X	X	X	X			
(02)		State the expected times of occurrence of tropical	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
		revolving storms in each of the source areas, and their approximate frequency.								
050 08 00 00		CLIMATOLOGY								
050 08 01 00		Climatic zones								
050 08 01 01		<i>General circulation in the troposphere and lower stratosphere</i>								
(01)	X	Describe the general tropospheric and low stratospheric circulation. <i>(Refer to Subject 050 02 03 01)</i>	X	X	X	X	X			
050 08 01 02		<i>Climatic classification</i>								
(01)		Describe the characteristics of the tropical rain climate, the dry climate, the mid-latitude climate (warm temperate rain climate), the subarctic climate (cold snow forest climate) and the snow climate (polar climate).	X	X	X	X	X			
(02)		Explain how the seasonal movement of the sun generates the transitional climate zones.	X	X	X	X	X			
(03)		State the typical locations of each major climatic zone.	X		X	X				
050 08 02 00		Tropical climatology								
050 08 02 01		<i>Cause and development of tropical showers and thunderstorms: humidity, temperature, tropopause</i>								
(01)		State the conditions necessary for the formation of tropical showers and thunderstorms (mesoscale convective complex, cloud clusters).	X	X	X	X	X			
(02)		Describe the characteristics of tropical squall lines.	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
(03)		Explain the formation of convective cloud structures caused by convergence at the boundary of the NE and SE trade winds (Intertropical Convergence Zone (ITCZ)).	X	X	X	X	X			
(04)		State the typical figures for tropical surface air temperatures and humidities, and for heights of the zero-degree isotherm.	X	X	X	X	X			
050 08 02 02		<i>Seasonal variations of weather and wind, typical synoptic situations</i>								
(01)		Indicate on a map the trade winds (tropical easterlies) and describe the associated weather.	X	X	X	X	X			
(02)		Indicate on a map the doldrums and describe the associated weather.	X	X	X	X	X			
(03)		Indicate on a sketch the latitudes of subtropical high (horse latitudes) and describe the associated weather.	X	X						
(04)		Indicate on a map the major monsoon winds.	X	X	X	X	X			
050 08 02 03		<i>Intertropical Convergence Zone (ITCZ), weather in the ITCZ, general seasonal movement</i>								
(01)		Identify or indicate on a map the positions of the ITCZ in January and July.	X	X						
(02)		Explain the seasonal movement of the ITCZ.	X	X						
(03)		Describe the weather and winds at the ITCZ.	X	X						
(04)		Explain the flight hazards associated with the ITCZ.	X	X						
050 08 02 04		<i>Monsoon, sandstorms, cold-air outbreaks</i>								
(01)		Define in general the term 'monsoon' and give a general	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
(05)		Interpret typical airborne weather radar images.	X	X	X	X	X	X	X	
050 10 01 05		<i>Aircraft observations and reporting</i>								
(01)		Describe routine air-report and special air-report (ARS).	X	X	X	X	X	X	X	
(02)		State the obligation of a pilot to prepare air-reports.	X	X	X	X	X	X	X	
(03)		Name the weather phenomena to be stated in an ARS.	X	X	X	X	X	X	X	
050 10 02 00		Weather charts								
050 10 02 01		<i>Significant weather charts</i>								
(01)		Decode and interpret significant weather charts (low, medium and high level).	X	X	X	X	X	X	X	
(02)		Describe from a significant weather chart the flight conditions at designated locations or along a defined flight route at a given FL.	X	X	X	X	X	X	X	
050 10 02 02		<i>Surface charts</i>								
(01)		Recognise the following weather systems on a surface weather chart (analysed and forecast): ridges, cols and troughs; fronts; frontal side, warm sector and rear side of mid-latitude frontal lows; high- and low-pressure areas.	X	X	X	X	X	X	X	
(02)		Determine from surface weather charts the wind direction and speed.	X	X	X	X	X	X	X	
050 10 02 03		<i>Upper-air charts</i>								
(01)		Define 'constant-pressure chart'.	X	X	X					
(02)		Define 'isohypse (contour line)'.	X	X	X					

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
		<i>(Refer to Subject 050 01 03 02)</i>								
(03)		Define 'isotherm'.	X	X	X					
(04)		Define 'isotach'.	X	X	X					
(05)		Describe forecast upper-wind and temperature charts.	X	X	X					
(06)		For designated locations or routes determine from forecast upper-wind and temperature charts, if necessary by interpolation, the spot/average values for outside-air temperature, temperature deviation from ISA, wind direction, and wind speed.	X	X	X					
050 10 02 04		Gridded forecast products								
(01)		State that numerical weather prediction uses a 3D grid of weather data, consisting of horizontal data (latitude-longitude) and vertical data (height or pressure).	X	X	X	X	X			
(02)		Explain that world area forecast centres prepare global sets of gridded forecasts for flight planning purposes (upper wind, temperature, humidity).	X	X	X	X	X			
(03)		State that the WAFCs also produce gridded datasets for Flight Level and temperature of the tropopause, direction and speed of maximum wind, cumulonimbus clouds, icing and turbulence.	X	X	X	X	X			
(04)		Explain that the data on CB and turbulence can be used in the visualization of flight hazards.	X	X	X	X	X			
(05)		Explain that the gridded forecasts can be merged in information processing systems with data relayed from aircraft or pilot reports, e.g. of turbulence, to provide improved situation awareness.	X	X	X	X	X			

Appendix to Annex I to ED Decision 2018/001/R

**'Acceptable Means of Compliance (AMCs) and Guidance Material (GM) to Part-FCL
Amendment 3'**

Appendix

'SUBJECT 061 — NAVIGATION — GENERAL NAVIGATION'

to

AMC1 FCL.310; FCL.515(b); FCL.615(b)

'Theoretical knowledge examinations'

SUBJECT 061 — NAVIGATION — GENERAL NAVIGATION**Mental dead reckoning (MDR)**

Where the term 'mental dead reckoning' (MDR) is used within a Learning Objective (LO), the applicable technique which will be used for the European Central Question Bank (ECQB) questions is based on the methods shown below.

Examination questions will state that an MDR technique is required to produce the solution. If other techniques (e.g. trigonometry) are used to determine the answer, then the determined answer may be incorrect.

MDR crosswind component (XWC)

The XWC can be calculated using a 'clock code rule', where each 15° of wind angle is represented by 1/4 of an hour — meaning 1/4 the wind strength.

The XWC can be estimated using the values from the table below:

Wind angle	15°	30°	45°	60°
% of wind speed	25	50	75	100

(Wind angle (WA) is the angle between the wind vector and the track/runway direction to the nearest 10°)

Example:

RWY 04 and surface wind from tower is 085°/20 kt. What is the XWC?

$$\begin{aligned} \text{WA} &= 45^\circ \\ \text{XWC} &= (0.75) \times 20 \\ &= \underline{15 \text{ kt}} \end{aligned}$$

MDR headwind component (HWC)/tailwind component (TWC)

The H/TWC can be estimated using the values from the following table:

90° – wind angle	10°	20°	30°	40°	50°	60°
% of wind speed	0.2	0.3	0.5	0.6	0.8	0.9

To assist recall, an aid is shown below:

90° – wind angle	10°	20°	30°	40°	50°	60°
Aid	1	1	2	2	3	3
% of wind speed	0.2	0.3	0.5	0.6	0.8	0.9

Example:

RWY 04 and surface wind from tower is 080°/20 kt. What is the HWC?

$$WA = 40^\circ$$

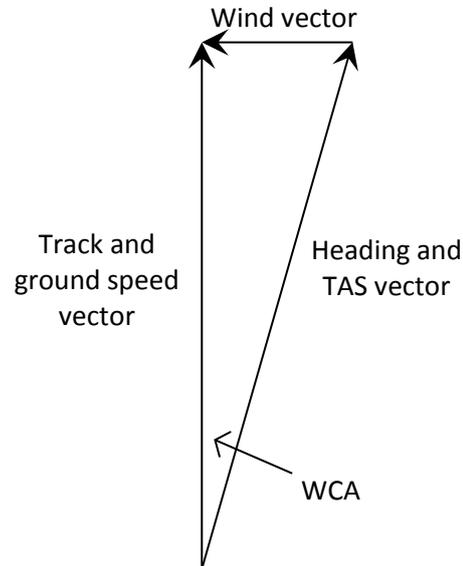
$$90^\circ - WA = 50^\circ$$

$$HWC = (0.8) \times 20$$

$$= \underline{16 \text{ kt}}$$

MDR triangle of velocities (TOV)

Heading is determined by calculating the XWC as previously described, then applying the 1:60 rule to the TOV as follows:



This MDR technique works for the relatively small WCAs which are typical for medium to high TAS values (the ground speed (GS) therefore can be assumed to be equal to the TAS for application of the 1:60 rule).

Example 1:

Planned track = 070° (T)

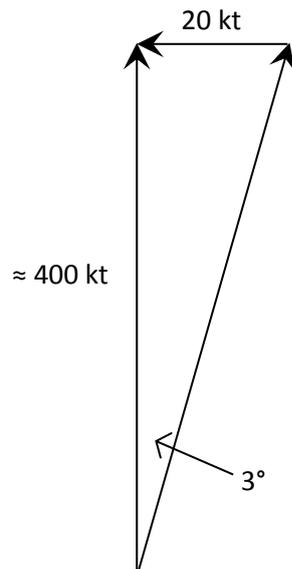
TAS = 400 kt

WV = 100° (T)/40 kt

WA = 30°

XWC = (0.5) × 40

= 20 kt



Heading required = 073° (T)

GS is determined by using the headwind/tailwind example previously explained.

WA = 30°

90° – 30° = 60°

HWC = (0.9) × 40

= 36 kt

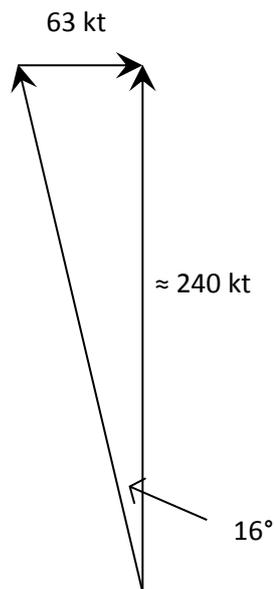
GS = 400 – 36 = 364 kt

Example 2:Planned track = 327° (T)

TAS = 240 kt

WV = 210° (T)/70 ktWA = 60° XWC = $(0.9) \times 7$

= 63 kt

WCA = 16° Heading required = 311° (T)

GS is determined by using the headwind/tailwind example previously explained.

WA = 60° $90^\circ - 60^\circ = 30^\circ$ TWC = $(0.5) \times 70$

= 35 kt

GS = $240 + 35 = \underline{275}$ kt

VFR navigation (061 02 00 00)

The techniques referred to within the LOs are based on the methods as described below.

Mental dead reckoning (MDR) off-track corrections**Based on the 1:60 rule**

1 NM of cross-track error (XTE) for every 60 NM along track from waypoint = 1° of track error angle (TKE).

1 NM of XTE for every 60 NM along track to waypoint = 1° of closing angle (CA).

Change of heading required to regain track in same distance as covered from waypoint to position off track = $2 \times \text{TKE}$.

Change of heading required to reach next waypoint from position off track = $\text{TKE} + \text{CA}$.

Example 1:

Planned heading is 162° (T), and after 40 NM along track the aircraft position is fixed 2 NM right of planned track. What heading is required to regain track in approximately the same time as has taken to the fix position?

$$\text{TKE} = 3^\circ$$

$$\text{Heading required} = \underline{156^\circ \text{ (T)}}$$

Example 2:

Planned heading is 317° (T), and after 22 NM along track the aircraft position is fixed 3.5 NM left of planned track. What heading is required to fly direct to the next waypoint which is another 45 NM down track?

$$\text{TKE} = 10^\circ, \text{CA} = 5^\circ$$

$$\text{Heading required} = \underline{332^\circ \text{ (T)}}$$

Mental dead reckoning (MDR) estimated time of arrival (ETA) calculations**Round the GS to the nearest NM/min, and then make the same percentage adjustment for the distance.****Example:**

Distance to go = 42 NM

GS = 132 kt

GS rounded to 120 kt = 2 NM/min

Percentage change = 10 %

Distance = 42 – 10 % = 38 NM

Time = 38 / 2 = 19 min**Unsure-of-position procedure**

As soon as the position of the aircraft is in doubt:

1. note the time;
2. communicate if in contact with an air traffic control (ATC) unit to request assistance;
3. consider using any radio-navigation aids that may be available to give position information (do not become distracted from flying the aircraft safely);
4. if short of fuel or near controlled airspace, and not in contact with ATC, set 121.5 MHz and make a PAN call;
5. if that is not necessary, check the directional indicator (DI) and compass are still synchronised and continue to fly straight and level and on route plan heading;
6. estimate the distance travelled since the last known position;
7. compare the ground with your estimated position on the map (look at the terrain for hills and valleys or line features such as a motorway, railway, river or coastline);
8. once the position has been re-established, keep checking the heading (and look out for other aircraft) and continue the flight by updating the estimated position regularly while looking for unique features such as a lake, wood, built-up area, mast, or a combination of roads, rivers and railways.

Procedure when lost

If the unsure-of-position procedure does not resolve the problem:

1. inform someone — call first on the working frequency and state the word 'LOST';
2. if there is no contact on that frequency or there is no frequency selected, change to 121.5 MHz and make a PAN call; select 7700 with ALT on the transponder if fitted.

In all cases: maintain visual meteorological conditions (VMC), note the fuel state, and try to identify an area suitable for a precautionary landing.

Consider the 'HELP ME' mnemonic:

- H. High ground/obstructions — are there any nearby?
- E. Entering controlled airspace — is that a possibility?
- L. Limited experience, low time or student pilot — let someone know.
- P. PAN call in good time — don't leave it too late.
- M. MET conditions — is the weather deteriorating?
- E. Endurance — is fuel getting low?

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
061 01 02 01		Position reference system								
(01)	X	State that geodetic latitude and longitude is used to define a position on the WGS-84 ellipsoid.	X	X	X	X	X			
(02)		Define geographic (geodetic) latitude and parallels of latitude.	X	X	X	X	X			
(03)		Calculate the difference in latitude between any two given positions.	X	X	X	X	X			
(04)		Define geographic (geodetic) longitude and meridians.	X	X	X	X	X			
(05)		Calculate the difference in longitude between any two given positions.	X	X	X	X	X			
061 01 03 00		Direction								
061 01 03 01		Datums								
(01)	X	Define 'true north' (TN).	X	X	X	X	X			
(02)		Measure a true direction on any given aeronautical chart.	X	X	X	X	X			
(03)	X	Define 'magnetic north' (MN).	X	X	X	X	X			
(04)		Define and apply variation.	X	X	X	X	X			
(05)		Explain changes of variation with time and position.	X	X	X	X	X			
(06)	X	Define 'compass north' (CN).	X	X	X	X	X			
(07)		Apply deviation.	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
061 01 03 02		Track and heading								
(01)		Calculate XWC by: — trigonometry; and — MDR.								
(02)		Explain and apply the concepts of drift and WCA.	X	X	X	X	X			
(03)		Calculate the actual track with appropriate data of heading and drift.	X	X	X	X	X			
(04)		Calculate TKE with appropriate data of WCA and drift.	X	X	X	X	X			
(05)		Calculate the heading change at an off-course fix to directly reach the next waypoint using the 1:60 rule.	X	X	X	X	X			
(06)		Calculate the average drift angle based upon an off-course fix observation.	X	X	X	X	X			
061 01 04 00		Distance								
061 01 04 01		WGS-84 ellipsoid								
(01)	X	State that 1 NM is equal to 1 852 km, which is the average distance of 1' of latitude change on the WGS-84 ellipsoid.	X	X	X	X	X			
(02)		State that 1' of longitude change at the equator on the WGS-84 ellipsoid is approximately equal to 1 NM.	X	X	X	X	X			
061 01 04 02		Units								
(01)		Convert between units of distance (nautical mile (NM), kilometre (km), statute mile (SM), feet (ft),	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
		inches (in)).								
061 01 04 03		Graticule distances								
(01)		Calculate the distance between positions on the same meridian, on opposite (antipodal) meridians, on the same parallel of latitude, and calculate new latitude/longitude when given distances north-south and east-west.	X	X	X	X	X			
061 01 04 04		Air mile								
(01)		Evaluate the effect of wind and altitude on air distance.	X	X	X	X	X			
(02)		Convert between ground distance (NM) and air distance (NAM) using the formula: NAM = NM × TAS/GS.	X	X	X	X	X			
061 01 05 00		Speed								
061 01 05 01		True airspeed (TAS)								
(01)		Calculate TAS from CAS, and CAS from TAS by: — mechanical computer; and — rule of thumb (2 % per 1 000 ft).	X	X	X	X	X			
061 01 05 02		Mach number (M)								
(01)		Calculate TAS from M, and M from TAS.	X	X						
061 01 05 03		CAS/TAS/M relationship								
(01)		Deduce the CAS, TAS and M relationship in climb/descent/cruise (flying at constant CAS or M).	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
(01)		Draw and correctly label the TOV.	X	X	X	X	X			
061 01 06 02		Solutions								
(01)		Resolve the TOV for: — heading and GS (with mechanical computer and MDR); — WV (with mechanical computer); and — track and GS (with mechanical computer and MDR.	X	X	X	X	X			
061 01 07 00		Dead reckoning (DR)								
061 01 07 01		Dead reckoning (DR) technique								
(01)		Determine a DR position.	X	X	X	X	X			
(02)		Evaluate the difference between a DR and a fix position.	X	X	X	X	X			
(03)		Define 'speed factor' (SF). Speed divided by 60, used for mental flight-path calculations.	X	X	X	X	X			
(04)		Calculate wind correction angle (WCA) using the formula: — $WCA = XWC \text{ (crosswind component)}/SF$	X	X	X	X	X			
061 01 08 00		Navigation in climb and descent								
061 01 08 01		Average airspeed								
(01)		Average TAS used for climb problems is calculated at the altitude 2/3 of the cruising altitude.	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
(02)		Average TAS used for descent problems is calculated at the altitude 1/2 of the descent altitude.	X	X	X	X	X			
061 01 08 02		Average wind velocity (WV)								
(01)		WV used for climb problems is the WV at the altitude 2/3 of the cruising altitude.	X	X	X	X	X			
(02)		WV used for descent problems is the WV at the altitude 1/2 of the descent altitude.	X	X	X	X	X			
(03)		Calculate the average climb/descent GS from given TAS at various altitudes, and WV at various altitudes and true track.	X	X	X	X	X			
061 01 08 03		Ground speed (GS)/distance covered during climb or descent								
(01)	X	State that most aircraft operating handbooks supply graphical material to calculate climb and descent problems.	X	X	X	X	X			
(02)		Calculate the flying time and distance during climb/descent from given average rate of climb/descent and using average GS using the following formulae valid for a 3°-glide path: — rate of descent = $(GS \times 10) / 2$ — rate of descent = speed factor (SF) \times glide-path angle $\times 100$	X	X	X	X	X			
(03)		Given distance, speed and present altitude, calculate the rate of climb/descent in order to reach a certain position at a given altitude.	X	X	X	X	X			
(04)		Given speed, rate of climb/descent and altitude, calculate the distance required in order to reach a	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
		certain position at a given altitude.								
(05)		Given speed, distance to go and altitude to climb/descent, calculate the rate of climb/descent.	X	X	X	X	X			
061 02 00 00		VISUAL FLIGHT RULE (VFR) NAVIGATION								
061 02 01 00		Ground features								
061 02 01 01		Ground features								
(01)		Recognise which elements would make a ground feature suitable for use for VFR navigation.	X	X	X	X	X			
061 02 01 02		Visual identification								
(01)		Describe the problems of VFR navigation at lower levels and the causes of reduced visibility.	X	X	X	X	X			
(02)		Describe the problems of VFR navigation at night.	X	X	X	X	X			
061 02 02 00		VFR navigation techniques								
061 02 02 01		Use of visual observations and application to in-flight navigation								
(01)	X	Describe what is meant by the term 'map reading'.	X	X	X	X	X			
(02)	X	Define the term 'visual checkpoint'.	X	X	X	X	X			
(03)		Discuss the general features of a visual checkpoint and give examples.	X	X	X	X	X			
(04)		State that the evaluation of the differences between DR positions and actual position can refine flight performance and navigation.	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
(05)	X	Establish fixes on navigational charts by plotting visually derived intersecting lines of position.	X	X	X	X	X			
(06)	X	Describe the use of a single observed position line to check flight progress.	X	X	X	X	X			
(07)	X	Describe how to prepare and align a map/chart for use in visual navigation.	X	X	X	X	X			
(08)		Describe visual-navigation techniques including: <ul style="list-style-type: none"> — use of DR position to locate identifiable landmarks; — identification of charted features/landmarks; — factors affecting the selection of landmarks; — an understanding of seasonal and meteorological effects on the appearance and visibility of landmarks; — selection of suitable landmarks; — estimation of distance from landmarks from successive bearings; — estimation of the distance from a landmark using an approximation of the sighting angle and the flight altitude. 	X	X	X	X	X			
(09)		Describe the action to be taken if there is no visual checkpoint available at a scheduled turning point.	X	X	X	X	X			
(10)		Understand the difficulties and limitations that may be encountered in map reading in some geographical areas due to the nature of terrain, lack of distinctive landmarks, or lack of detailed and accurate charted data.	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
(11)	X	State the function of contour lines on a topographical chart.	X	X	X	X	X			
(12)	X	Indicate the role of 'layer tinting' (colour gradient) in relation to the depiction of topography on a chart.	X	X	X	X	X			
(13)		Using the contours shown on a chart, describe the appearance of a significant feature.	X	X	X	X	X			
(14)		Apply the techniques of DR, map reading, orientation, timing and revision of ETAs and headings.	X	X	X	X	X			
061 02 02 02		Unplanned events								
(01)		Explain what needs to be considered in case of diversion, when unsure of position and when lost.	X	X	X	X	X			
061 03 00 00		GREAT CIRCLES AND RHUMB LINES								
061 03 01 00		Great circles								
061 03 01 01		Properties								
(01)		Describe the geometric properties of a great circle (including the vertex) and a small circle.	X	X						
(02)		Describe the geometric properties of a great circle and a small circle, up to 30° difference of longitude.			X	X	X			
(03)	X	Explain why a great-circle route is the shortest distance between any two positions on the Earth.	X	X	X	X	X			
(04)		Name examples of great circles on the surface of the Earth.	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
061 03 01 02		Convergence								
(01)	X	Explain why the track direction of a great-circle route (other than following a meridian or the equator) changes.	X	X	X	X	X			
(02)		State the formula used to approximate the value of Earth convergence as change of longitude × sine mean latitude.	X	X	X	X	X			
(03)		Calculate the approximate value of Earth convergence between any two positions, up to 30° difference of longitude.	X	X	X	X	X			
061 03 02 00		Rhumb lines								
061 03 02 01		Properties								
(01)	X	Describe the geometric properties of a rhumb line.	X	X	X	X	X			
(02)	X	State that a rhumb-line route is not the shortest distance between any two positions on the Earth (excluding meridians and equator).	X	X	X	X	X			
061 03 03 00		Relationship								
061 03 03 01		Distances								
(01)		Explain that the variation in distance of the great-circle route and rhumb-line route between any two positions increases with increasing latitude or change in longitude.	X	X	X	X	X			
061 03 03 02		Conversion angle								
(01)		Calculate and apply the conversion angle.	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
061 04 00 00		CHARTS								
061 04 01 00		Chart requirements								
061 04 01 01		ICAO Annex 4 ‘Aeronautical Charts’								
(01)		State the requirement for conformality and for a straight line to approximate a great circle.	X	X	X	X	X			
061 04 01 02		Convergence								
(01)		Explain and calculate the constant of the cone (sine of parallel of origin).	X	X	X	X	X			
(02)		Explain the relationship between Earth and chart convergence with respect to the ICAO requirement for a straight line to approximate a great circle.	X	X	X	X	X			
061 04 01 03		Scale								
(01)		Recognise methods of representing scale on aeronautical charts.	X	X	X	X	X			
(02)		Perform scale calculations based on typical en-route chart scales.	X	X	X	X	X			
061 04 02 00		Projections								
061 04 02 01		Methods of projection								
(01)	X	Identify azimuthal, cylindrical and conical projections.	X	X	X	X	X			
061 04 02 02		Polar stereographic								
(01)		State the properties of a polar stereographic projection.	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
(02)		Calculate straight line track changes on a polar stereographic chart.	X	X	X	X	X			
061 04 02 03		Direct Mercator								
(01)		State the properties of a direct Mercator projection.	X	X	X	X	X			
(02)		Given the scale at one latitude, calculate the scale at different latitudes.	X	X	X	X	X			
(03)		Given a chart length at one latitude, show that it represents a different Earth distance at other latitudes.	X	X	X	X	X			
061 04 02 04		Lambert								
(01)		State the properties of a Lambert projection.	X	X	X	X	X			
(02)		Calculate straight line track changes on a Lambert chart.	X	X	X	X	X			
(03)		Explain the scale variation throughout the charts as follows: — the scale indicated on the chart will be correct at the standard parallels; — the scale will increase away from the parallel of origin; — the scale within the standard parallels differs by less than 1% from the scale stated on the chart.	X	X	X	X	X			
(04)		Given appropriate data, calculate initial, final or rhumb-line tracks between two positions (lat./long.).	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
(05)		Given two positions (lat./long.) and information to determine convergency between the two positions, calculate the parallel of origin.	X	X	X	X	X			
(06)		Given a Lambert chart, determine the parallel of origin, or constant of cone.	X	X	X	X	X			
(07)		Given constant of cone or parallel of origin, great-circle track at one position and great-circle track at another position, calculate the difference of longitude between the two positions.	X	X	X	X	X			
061 04 03 00		Practical use								
061 04 03 01		Symbology								
(01)		Recognise ICAO Annex 4 symbology.	X	X	X	X	X			
061 04 03 02		Plotting								
(01)		Measure tracks and distances on VFR and IFR en-route charts.	X	X	X	X	X			
(02)		Fix the aircraft position on an en-route chart with information from VOR and DME equipment.	X	X	X	X	X			
(03)		Resolve bearings of an NDB station for plotting on an aeronautical chart.	X	X	X	X	X			
061 05 00 00		Time								
061 05 01 00		Local Mean Time (LMT)								
061 05 01 01		Mean solar day								
(01)	X	Explain the concepts of a mean solar day and LMT.	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
061 05 01 02		Local Mean Time (LMT) and Universal Time Coordinated (UTC)								
(01)		Perform LMT and UTC calculations.	X	X	X	X	X			
061 05 02 00		Standard time								
061 05 02 01		Standard time and daylight saving time								
(01)		Explain and apply the concept of standard time and daylight saving time, and perform standard time and daylight saving time calculations.	X	X	X	X	X			
061 05 02 02		International Date Line								
(01)		State the changes when crossing the International Date Line.	X	X	X	X	X			
061 05 03 00		Sunrise and sunset								
061 05 03 01		Sunrise and sunset times								
(01)		Define sunrise, sunset, and civil twilight, and extract times from a suitable source (e.g. an almanac).	X	X	X	X	X			
(02)		Explain the changes to sunrise, sunset, and civil twilight times with date, latitude and altitude.	X	X	X	X	X			
(03)		Explain at which time of the year the duration of daylight changes at the highest rate.	X	X	X	X	X			

Appendix to Annex I to ED Decision 2018/001/R

**'Acceptable Means of Compliance (AMCs) and Guidance Material (GM) to Part-FCL
Amendment 3'**

Appendix

'SUBJECT 062 — NAVIGATION — RADIO NAVIGATION'

to

AMC1 FCL.310; FCL.515(b); FCL.615(b)

'Theoretical knowledge examinations'

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
062 02 04 04		<i>Intentionally left blank</i>								
062 02 04 05		<i>Factors affecting range and accuracy</i>								
(01)		Explain why the GS read-out from a DME can be less than the actual GS, and is zero when flying a DME arc.	X	X	X	X	X	X	X	
062 02 05 00		Instrument landing system (ILS)								
062 02 05 01		<i>Principles</i>								
(01)		Name the three main components of an ILS: — the localiser (LOC); — the glide path (GP); — range information (markers or DME).	X		X			X	X	
(02)	X	State the site locations of the ILS components: — the LOC antenna should be located on the extension of the runway centre line at the stop-end; — the GP antenna should be located beyond the runway threshold, laterally displaced to the side of the runway centre line.	X		X			X	X	
(03)		Explain that marker beacons produce radiation patterns to indicate predetermined distances from the threshold along the ILS GP.	X		X			X	X	
(04)		State that marker beacons are sometimes replaced by a DME paired with the LOC frequency.	X		X			X	X	
(05)		State that in the ILS LOC frequency assigned band 108.0–111.975 MHz, only frequencies which have an odd number in the first decimal are ILS LOC frequencies.	X		X			X	X	

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(06)		State that the GP operates in the UHF band.	X		X			X	X	
(07)	X	Describe the use of the 90-Hz and the 150-Hz signals in the LOC and GP transmitters/receivers, stating how the signals at the receivers vary with angular deviation.	X		X			X	X	
(08)		State that the UHF GP frequency is selected automatically by being paired with the LOC frequency.	X		X			X		
(09)		Explain that both the LOC and the GP antenna radiates side lobes (false beams) which can give rise to false centre-line and false GP indication.	X		X			X	X	
(10)	X	Explain that the back beam from the LOC antenna may be used as a published 'non-precision approach'.	X		X			X	X	
(11)		State that the recommended GP is 3°.	X		X			X	X	
(12)		<p>Name the frequency, modulation and identification assigned to all marker beacons.</p> <p>All marker beacons operate on 75-MHz carrier frequency.</p> <p>The modulation frequencies of the audio are:</p> <ul style="list-style-type: none"> — outer marker: low; — middle marker: medium; — inner marker: high. <p>The audio frequency modulation (for identification) is the continuous modulation of the audio frequency and is keyed as follows:</p> <ul style="list-style-type: none"> — outer marker: 2 dashes per second continuously; — middle marker: a continuous series of alternate dots and dashes; — inner marker: 6 dots per second continuously. 	X		X			X	X	

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		The outer-marker cockpit indicator is coloured blue, the middle marker amber, and the inner marker white.								
(13)		State that the final-approach area contains a fix or facility that permits verification of the ILS GP–altimeter relationship. The outer marker or DME is usually used for this purpose.	X		X			X	X	
062 02 05 02		Presentation and interpretation								
(01)		Describe the ILS identification regarding frequency and Morse code or plain text.	X		X			X	X	
(02)		State that an ILS installation has an automatic ground monitoring system.	X		X			X		
(03)		State that the LOC and GP monitoring system monitors any shift in the LOC and GP mean course line or reduction in signal strength.	X		X			X		
(04)		State that warning flags will appear for both the LOC and the GP if the received signal strength is below a threshold value.	X		X			X	X	
(05)		Describe the circumstances in which warning flags will appear for both the LOC and the GP: — absence of the carrier frequency; — absence of the modulation simultaneously; — the percentage modulation of the navigation signal reduced to 0.	X		X			X		
(06)		Interpret the indications on a CDI and an HSI: — full-scale deflection of the CDI needle corresponds to approximately 2.5° displacement from the ILS centre line;	X		X			X	X	

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		— full-scale deflection on the GP corresponds to approximately 0.7° from the ILS GP centre line.								
(07)		Interpret the aircraft's position in relation to the extended runway centre line on a back-beam approach.	X		X			X		
(08)		Explain the setting of the course pointer of an HSI and the course selector of an omnibearing indicator (OBI) for front-beam and back-beam approaches.	X		X			X		
062 02 05 03		Coverage and range								
(01)		Sketch the standard coverage area of the LOC and GP with angular sector limits in degrees and distance limits from the transmitter: — LOC coverage area is 10° on either side of the centre line to a distance of 25 NM from the runway, and 35° on either side of the centre line to a distance of 17 NM from the runway; — GP coverage area is 8° on either side of the centre line to a distance of minimum 10 NM from the runway.	X		X			X	X	
062 02 05 04		Errors and accuracy								
(01)		Explain that ILS approaches are divided into facility performance categories defined in ICAO Annex 10.	X		X			X	X	
(02)		Define the following ILS operation categories: — Category I; — Category II; — Category IIIA; — Category IIIB;	X		X			X		

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(01)		Define the 'ILS-critical area': an area of defined dimensions around the LOC and GP antennas where vehicles, including aircraft, are excluded during all ILS operations.	X		X			X	X	
(02)		Define the 'ILS-sensitive area': an area extending beyond the ILS-critical area where the parking or movement of vehicles, including aircraft, is controlled to prevent the possibility of unacceptable interference to the ILS signal during ILS operations.	X		X			X	X	
062 02 06 00		Microwave landing system (MLS)								
062 02 06 01		Principles								
(01)		Explain the principle of operation: <ul style="list-style-type: none"> — horizontal course guidance during the approach; — vertical guidance during the approach; — horizontal guidance for departure and missed approach; — DME (DME/P) distance; — transmission of special information regarding the system and the approach conditions. 	X		X			X		
(02)		State that MLS operates in the S band on 200 channels.	X		X			X		
(03)		Explain the reason why MLS can be installed at aerodromes where, as a result of the effects of surrounding buildings or terrain, ILS siting is difficult.	X		X			X		
062 02 06 02		Presentation and interpretation								
(01)		Interpret the display of airborne equipment designed to continuously show the position of the aircraft in relation	X		X			X		

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		primary radar systems are based.								
(03)	X	State that the range of a radar depends on pulse repetition frequency (PRF), pulse length, pulse power, height of aircraft, height of antenna and frequency used.	X	X	X	X	X			
062 03 02 00		Ground radar								
062 03 02 01		Principles								
(01)		Explain that primary radar provides bearing and distance of targets.	X		X	X		X	X	
(02)	X	Explain that primary ground radar is used to detect aircraft that are not equipped with a secondary radar transponder.	X		X	X		X	X	
062 03 02 02		Presentation and interpretation								
(01)		State that modern ATC systems use inputs from various sensors to generate the display.	X		X	X		X	X	
062 03 03 00		Airborne weather radar								
062 03 03 01		Principles								
(01)		List the two main tasks of the weather radar in respect of weather and navigation.	X		X	X		X	X	
(02)		State that modern weather radars employ frequencies that give wavelengths of about 3 cm that reflect best on wet hailstones.	X		X	X		X	X	
(03)	X	State that the antenna is stabilised in the horizontal plane with signals from the aircraft's attitude reference system.	X		X	X		X	X	
(04)	X	Describe the cone-shaped pencil beam of about 3 to 5°	X		X	X		X	X	

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		beam width used for weather detection.								
062 03 03 02		Presentation and interpretation								
(01)		Explain the functions of the following different controls on the radar control panel: — off/on switch; — function switch with WX, WX+T and MAP modes; — gain-control setting (auto/manual); — tilt/autotilt switch.	X		X	X		X	X	
(02)		Name, for areas of differing reflection intensity, the colour gradations (green, yellow, red and magenta) indicating the increasing intensity of precipitation.	X		X	X		X	X	
(03)	X	State the use of azimuth-marker lines and range lines in respect of the relative bearing and the distance to a thunderstorm on the screen.	X		X	X		X	X	
062 03 03 03		Coverage and range								
(01)		Explain how the radar is used for weather detection and for mapping (range, tilt and gain, if available).	X		X	X		X	X	
062 03 03 04		Errors, accuracy, limitations								
(01)		Explain why AWR should be used with extreme caution when on the ground.	X		X	X		X	X	
062 03 03 05		Factors affecting range and accuracy								
(01)		Explain the danger of the area behind heavy rain (shadow area) where no radar waves will penetrate.	X		X	X		X	X	
(02)		Describe appropriate tilt settings in relation to altitude and thunderstorms.	X		X	X		X	X	

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
(06)		State that RAIM is achieved by consistency checks among range measurements.	X	X	X	X	X	X	X	
(07)		State that basic RAIM requires five satellites. A sixth one is for isolating a faulty satellite from the navigation solution.	X	X	X	X	X	X	X	
062 07 00 00		PERFORMANCE-BASED NAVIGATION (PBN)								
062 07 01 00		Performance-based navigation (PBN) concept (as described in ICAO Doc 9613)								
062 07 01 01		<i>PBN principles</i>								
(01)		List the factors used to define area navigation (RNAV) or required navigation performance (RNP) system performance requirements (accuracy, integrity and continuity).	X		X			X	X	
(02)	X	State that these RNAV and RNP systems are necessary to optimise the utilisation of available airspace.	X		X			X		
(03)		State that it is necessary for flight crew and air traffic controllers to be aware of the on-board RNAV or RNP system capabilities in order to determine whether the performance of the RNAV or RNP system is appropriate for the specific airspace requirements.	X		X			X		
(04)		Define accuracy as the conformance of the true position and the required position.	X		X			X		
(05)		Define continuity as the capability of the system to perform its function without unscheduled interruptions during the intended operation.	X		X			X	X	
(06)		Define integrity as a measure of the trust that can be	X		X			X	X	

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		placed in the correctness of the information supplied by the total system. Integrity includes the ability of a system to provide timely and valid alerts to the user.								
(07)		State that, unlike conventional navigation, PBN is not sensor-specific.	X		X			X	X	
(08)		Explain the difference between raw data and computed data.	X		X			X	X	
(09)		Define availability as the percentage of time (annually) during which the system is available for use.	X		X			X	X	
062 07 01 02		PBN components								
(01)		List the components of PBN as navigational aid (NAVAID) infrastructure, navigation specification and navigation application.	X		X			X		
062 07 01 03		PBN scope								
(01)		State that in oceanic/remote, en-route and terminal phases of flight, PBN is limited to operations with linear lateral performance requirements and time constraints.	X		X			X		
(02)		State that in the approach phases of flight, PBN accommodates both linear and angular laterally guided operations, and explain the difference between the two.	X		X			X		
062 07 02 00		Navigation specifications								
062 07 02 01		Area navigation (RNAV) and required navigation performance (RNP)								
(01)		State the difference between RNAV and RNP in terms of the requirement for on-board performance monitoring and alerting.	X		X			X	X	

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
062 07 02 02		Navigation functional requirements								
(01)	X	List the basic functional requirements of the RNAV and RNP specifications (continuous indication of lateral deviation, distance/bearing to active waypoint, GS or time to active waypoint, navigation data storage and failure indication).	X		X			X		
062 07 02 03		Designation of RNP and RNAV specifications								
(01)		Interpret X in RNAV X or RNP X as the lateral navigation (LNAV) accuracy (total system error) in nautical miles, which is expected to be achieved at least 95 % of the flight time by the population of aircraft operating within the given airspace, route or procedure.	X		X			X		
(02)		State that aircraft approved to the more stringent accuracy requirements may not necessarily meet some of the functional requirements of the navigation specification that has a less stringent accuracy requirement.	X		X			X	X	
(03)		State that RNAV 10 and RNP 4 are used in the oceanic/remote phase of flight.	X		X			X		
(04)		State that RNAV 5 is used in the en-route and arrival phases of flight.	X		X			X	X	
(05)		State that RNAV 2 and RNP 2 are also used as navigation specifications.	X		X			X		
(06)		State that RNP 2 is used in the en-route and oceanic/remote phases of flight.	X		X			X		
(07)		State that RNAV 2 might be used in the en-route continental, arrival and departure phases of flight.	X		X			X		

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
(08)		State that RNAV 1 and RNP 1 are used in the arrival and departure phases of flight.	X		X			X	X	
(09)		State that required navigation performance approach (RNP APCH) is used in the approach phase of flight.	X		X			X	X	
(10)		State that required navigation performance authorisation required approach (RNP AR APCH) is used in the approach phase of flight.	X		X			X	X	
(11)		State that RNP 0.3 navigation specification is used in all phases of flight except for oceanic/remote and final approach, primarily for helicopters.	X		X			X		
(12)		State that RNAV 1, RNP 1 and RNP 0.3 may also be used in en-route phases of low-level instrument flight rule (IFR) helicopter flights.	X		X			X		
062 07 03 00		Use of performance-based navigation (PBN)								
062 07 03 01		<i>Intentionally left blank</i>								
062 07 03 02		<i>Intentionally left blank</i>								
062 07 03 03		<i>Specific RNAV and RNP system functions</i>								
(01)		Recognise the definition of radius to fix (RF) leg.	X		X			X	X	
(02)		Recognise the definition of a fixed radius transition (FRT).	X		X			X	X	
(03)		State the importance of respecting the flight director guidance and the speed constraints associated with an RF procedure.	X		X			X	X	
(04)		Explain the difference between a fly-by-turn and a fly-over.	X		X			X	X	

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(05)		State that the Aeronautical Radio, Incorporated (ARINC) 424 path terminators set the standards for coding the SIDs, STARs and instrument approach procedures (IAPs) from the official published government source documentation into the ARINC navigation database format.	X		X			X		
(06)		State that the path terminators define a specific type of termination of the previous flight path.	X		X			X		
(07)		Define the term 'offset flight path'.	X		X			X	X	
062 07 03 04		<i>Intentionally left blank</i>								
062 07 04 00		Performance-based navigation (PBN) operations								
062 07 04 01		<i>Performance-based navigation (PBN) principles</i>								
(01)		Define 'path definition error' (PDE).	X		X			X	X	
(02)		Define 'flight technical error' (FTE) and state that the FTE is the error in following the prescribed path, either by the auto-flight system or by the pilot.	X		X			X	X	
(03)		Define 'navigation system error' (NSE) and state that the accuracy of a navigation system may be referred to as NSE.	X		X			X	X	
(04)		Define 'total system error' (TSE) and state that the geometric sum of the PDE, FTE and NSE equals the TSE.	X		X			X	X	
(05)		State that navigation accuracy depends on the TSE.	X		X			X		
062 07 04 02		<i>On-board performance monitoring and alerting</i>								
(01)		State that on-board performance monitoring and alerting	X		X			X	X	

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(01)		State that pilots must not fly an RNP APCH unless it is retrievable by procedure name from the on-board navigation database and conforms to the charted procedure.	X		X			X	X	
(02)		State that an RNP APCH to LNAV minima is a non-precision IAP designed for two-dimensional approach operations.	X		X			X	X	
(03)		State that an RNP APCH to lateral navigation (LNAV)/vertical navigation (VNAV) minima has lateral guidance based on GNSS and vertical guidance based on either SBAS or barometric vertical navigation (Baro-VNAV).	X		X			X	X	
(04)		State that an RNP APCH to LNAV/VNAV minima may only be conducted with vertical guidance certified for the purpose.	X		X			X	X	
(05)		Explain why an RNP APCH to LNAV/VNAV minima based on Baro-VNAV may only be conducted when the aerodrome temperature is within a promulgated range if the barometric input is not automatically temperature-compensated.	X		X			X	X	
(06)		State that the correct altimeter setting is critical for the safe conduct of an RNP APCH using Baro-VNAV.	X		X			X	X	
(07)		State that an RNP APCH to LNAV/VNAV minima is a three-dimensional operation.	X		X			X	X	
(08)		State that an RNP APCH to localiser performance with vertical guidance (LPV) minima is a three-dimensional operation.	X		X			X	X	

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(09)		State that RNP APCH to LPV minima requires a final approach segment (FAS) data block.	X		X			X	X	
(10)		State that RNP approaches to LPV minima require SBAS.	X		X			X	X	
(11)		State that the FAS data block is a standard data format to describe the final approach path.	X		X			X	X	
062 07 05 06		Required navigation performance authorisation required approach (RNP AR APCH)								
(01)		State that RNP AR APCH requires authorisation.	X		X			X	X	
062 07 05 07		Advanced required navigation performance (A-RNP)								
(01)		State that A-RNP incorporates the navigation specifications RNAV 5, RNAV 2, RNAV 1, RNP 2, RNP 1 and RNP APCH.	X		X			X		
062 07 05 08		PBN point-in-space (PinS) departure								
(01)		State that a PinS departure is a departure procedure designed for helicopters only.			X			X		
(02)		State that a PinS departure procedure includes either a 'proceed VFR' or a 'proceed visually' instruction from the landing location to the initial departure fix (IDF).			X			X		
(03)		Recognise the differences in the instructions 'proceed VFR' and 'proceed visually'.			X			X		
062 07 05 09		PBN point-in-space (PinS) approach								
(01)		State that a PinS approach procedure is an instrument RNP APCH procedure designed for helicopters only, and that it may be published with LNAV minima or LPV minima.			X			X		

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(02)		State that a PinS approach procedure includes either a 'proceed VFR' or a 'proceed visually' instruction from the missed approach point (MAPt) to a landing location.			X			X		
(03)		Recognise the differences between 'proceed VFR' and 'proceed visually'.			X			X		

Appendix to Annex I to ED Decision 2018/001/R

**'Acceptable Means of Compliance (AMCs) and Guidance Material (GM) to Part-FCL
Amendment 3'**

Appendix

'SUBJECT 070 — OPERATIONAL PROCEDURES'

to

AMC1 FCL.310; FCL.515(b); FCL.615(b)

'Theoretical knowledge examinations'

SUBJECT 070 — OPERATIONAL PROCEDURES

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
070 00 00 00		OPERATIONAL PROCEDURES								
071 01 00 00		GENERAL REQUIREMENTS								
071 01 01 00		ICAO Annex 6								
071 01 01 01		Definitions								
(01)		Define the following: alternate aerodrome: flight time (aeroplanes); take-off alternate; en-route alternate; destination alternate. Source: ICAO Annex 6, Part I, Chapter 1	X	X						
(02)		Define 'alternate heliport'; 'flight time (helicopters)'. Source: ICAO Annex 6, Part III, Section 1, Chapter 1			X	X	X			
071 01 01 02		Applicability								
(01)		State that Part I shall be applicable to the operation of aeroplanes by operators authorised to conduct international commercial air transport (CAT) operations. Source: ICAO Annex 6, Part I, Chapter 2	X	X						
(02)		State that Part III shall be applicable to all helicopters engaged in international CAT operations or in international general aviation operations, except helicopters engaged in aerial work. Source: ICAO Annex 6, Part III, Section 1, Chapter 2			X	X	X			
071 01 01 03		General								
(01)		Explain the compliance with laws, regulations and	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		procedures. Source: ICAO Annex 6, Part I, Chapter 3.1; ICAO Annex 6, Part III, Section 2, Chapter 1.1								
(02)		State the condition(s) required for the establishment of a flight data analysis programme, and state what this programme is part of. Source: ICAO Annex 6, Part I, Chapter 3.3	X	X	X	X	X			
(03)		Explain what is a flight safety documents system. Source: ICAO Annex 6, Part I, Chapter 3.3	X	X	X	X	X			
(04)		Explain what is maintenance release. Source: ICAO Annex 6, Part I, Chapter 8.8; ICAO Annex 6 Part III, Section 2, Chapter 6.7	X	X	X	X	X			
(05)		List and describe the lights to be displayed by aircraft. Source: ICAO Annex 6, Part I, Appendix 1: 2. Navigation lights to be displayed in the air	X	X	X	X	X			
071 01 02 00		Operational requirements								
071 01 02 01		Applicability								
(01)	X	State the operational regulations applicable to CAT and other activities (e.g. specialised operations (SPO)). Source: Regulation (EU) No 965/2012 on air operations; Regulation (EU) No 1178/2011 on aircrew requirements	X	X	X	X	X			
(02)		State the nature of CAT operations and exceptions.	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		<p>Source: Regulation (EU) No 965/2012: Articles 1 and 5, points ORO.GEN.005 ‘Scope’ and CAT.GEN.100 ‘Competent authority’; Regulation (EC) No 216/ 2008: Article 1</p>								
071 01 02 02		General								
(01)	X	<p>Explain why CAT flights must meet the applicable operational requirements.</p> <p>Source: Point ORO.GEN.105 ‘Competent authority’ and related AMCs/GM; Point ORO.GEN.110 ‘Operator responsibilities’ and related AMCs/GM</p>	X	X	X	X	X			
(02)		Define ‘flight manual limitations — flight through the height velocity (HV) envelope’.			X	X	X			
(03)		Define ‘helicopter emergency medical service (HEMS)’.			X	X	X			
(04)		<p>Define ‘operations over a hostile environment — applicability’.</p> <p>Explain that there are certain areas which should not be overflown and state possible sources of that information (e.g. governmental warnings, operator risk assessment).</p>			X	X	X			
(05)		Define ‘local area operations — approval’.			X	X	X			
(06)		<p>Explain the requirements about language used for crew communication and in the operations manual.</p> <p>Source: Point CAT.GEN.MPA.120 ‘Common language’</p>	X	X	X	X	X			
(07)		Explain which are the operator requirements regarding the	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		management system. Source: Point ORO.GEN.200 'Management system'; AMCs/GM to ORO.GEN.205 'Contracted activities' and to ORO.GEN.220 'Record-keeping'								
(08)		Explain which are the operator requirements regarding accident prevention and the flight safety programme. Source: Point ORO.GEN.200 'Management system'; AMCs/GM to ORO.GEN.205 'Contracted activities', to ORO.GEN.220 'Record-keeping', and to ORO.AOC.130 'Flight data monitoring — aeroplanes'	X	X	X	X	X			
(09)		Explain which are the regulations concerning the carriage of persons on an aircraft. Source: Point CAT.GEN.MPA.165 'Method of carriage of persons'	X	X	X	X	X			
(10)		Explain the operator's and commander's responsibility concerning portable electronic devices (PEDs). Source: Point CAT.GEN.MPA.140 'Portable electronic devices'	X	X	X	X	X			
(11)		Explain the operator's and commander's responsibility regarding admission in an aircraft of a person under the influence of drug or alcohol. Source: Point CAT.GEN.MPA.170 'Alcohol and drugs'	X	X	X	X	X			
(12)		Explain the regulations concerning the endangerment of safety. Source: Point CAT.GEN.MPA.175 'Endangering safety'	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(13)		List the documents to be carried on each flight. Source: Point CAT.GEN.MPA.180 'Documents, manuals and information to be carried' and related AMCs/GM	X	X	X	X	X			
(14)		Explain the operator's responsibility regarding manuals to be carried on board an aircraft. Source: Point CAT.GEN.MPA.180 'Documents, manuals and information to be carried' and related AMCs/GM	X	X	X	X	X			
(15)		List the additional information and forms to be carried on board an aircraft. Source: Point CAT.GEN.MPA.180 'Documents, manuals and information to be carried on board an aircraft' and related AMCs/GM	X	X	X	X	X			
(16)		List the copies of items of information to be retained on the ground by the operator. Source: Point CAT.GEN.MPA.185 'Information to be retained on the ground'	X	X	X	X	X			
(17)		Explain what responsibilities the operator and the commander have regarding the production of and access to records and documents. Source: Point CAT.GEN.MPA.190 'Provision of documentation and records'	X	X	X	X	X			
071 01 02 03		Operator certification and supervision								
(01)		Explain what requirement has to be satisfied for the issue of an air operator certificate (AOC). Source: Point ARO.OPS.100 'Issue of the air operator certificate'; Point ORO.GEN.210 'Personnel requirements';	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		Point ORO.AOC.100 ‘Application for an air operator certificate’								
(02)		Explain what the rules applicable to air operator certification are. Source: Point ORO.AOC.100 ‘Application for an air operator certificate’; Point ORO.AOC.105 ‘Operations specifications and privileges of an AOC holder’	X	X	X	X	X			
(03)		Explain the conditions to be met for the issue or revalidation of an AOC. Source: ARO.GEN.310 ‘Initial certification procedure — organisations’	X	X	X	X	X			
(04)		Explain the contents and conditions of the AOC. Source: Regulation (EU) No 956/2012, Appendix I ‘AIR OPERATOR CERTIFICATE’	X	X	X	X	X			
071 01 02 04		<i>Operational procedures (except preparation for long-range flight)</i>								
(01)		Define the terms used for operational procedures. Source: Point CAT.OP.MPA.106 ‘Use of isolated aerodromes — aeroplanes’; Point CAT.OP.MPA.107 ‘Adequate aerodrome’	X	X						
(02)		State the operator’s responsibilities regarding the use of air traffic services (ATS). Source: Point CAT.OP.MPA.100 ‘Use of air traffic services’	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(03)		State the operator's responsibilities regarding authorisation of aerodromes/heliports by the operator. Source: Point CAT.OP.MPA.105 'Use of aerodromes and operating sites'; Point CAT.OP.MPA.106 'Use of isolated aerodromes — aeroplanes'; Point CAT.OP.MPA.107 'Adequate aerodrome'	X	X	X	X	X			
(04)		Explain which elements must be considered by the operator when specifying aerodrome/heliport operating minima. Source: Point CAT.OP.MPA.110 (a) and (c) 'Aerodrome operating minima', Point CAT.OP.MPA.115 'Approach flight technique - aeroplanes', Point SPA.LVO.100 'Low visibility operations' and related AMCs/GM; Point SPA.LVO.110 'General operating requirements'	X	X	X	X	X			
(05)		Explain what the operator's responsibilities are regarding departure and approach procedures. Source: Point CAT.OP.MPA.125 'Instrument departure and approach procedures'	X	X	X	X	X			
(06)		Explain which parameters should be considered in noise-abatement procedures. Source: Point CAT.OP.MPA.130 'Noise abatement procedures — aeroplanes';	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		AMC1 CAT.OP.MPA.130; GM1 CAT.OP.MPA.130								
(07)		Explain which elements should be considered regarding routes and areas of operation. <i>Source:</i> Point CAT.OP.MPA.135 ‘Routes and areas of operation — general’; Point CAT.OP.MPA.136 ‘Routes and areas of operation — single-engined aeroplanes’	X	X	X	X	X			
(08)		Explain the requirements for flights in reduced vertical separation minima (RVSM) airspace. <i>Source:</i> Point SPA.RVSM.100 ‘RVSM operations’; Point SPA.RVSM.105 ‘RVSM operational approval’; Point SPA.RVSM.110 ‘RVSM equipment requirements’ and AMC1 SPA.RVSM.110(a); Point SPA.RVSM.115 ‘RVSM height-keeping errors’	X	X						
(09)		List the factors to be considered when establishing minimum flight altitude. <i>Source:</i> Point CAT.OP.MPA.145 ‘Establishment of minimum flight altitudes’ and related AMCs/GM; AMC1 CAT.OP.MPA.145(a); AMC1.1 CAT.OP.MPA.145(a)	X	X	X	X	X			
(10)		Explain the requirements for carrying persons with reduced mobility. <i>Source:</i> Point CAT.OP.MPA.155 ‘Carriage of special categories of passengers (SCPs)’	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(11)		Explain the operator's responsibilities for the carriage of inadmissible passengers, deportees or persons in custody. Source: Point CAT.OP.MPA.155 'Carriage of special categories of passengers (SCPs)'	X	X	X	X	X			
(12)		Explain the requirements regarding passenger seating and emergency evacuation. Source: Point CAT.OP.MPA.165 'Passenger seating' and related AMC/GM	X	X	X	X	X			
(13)		Detail the procedures for passenger briefing in respect of emergency equipment and exits. Source: Point CAT.OP.MPA.170 'Passenger briefing'; AMC1 CAT.OP.MPA.170; AMC2 CAT.OP.MPA.170	X	X	X	X	X			
(14)		State the flight preparation forms to be completed before flight. Source: Point CAT.OP.MPA.175 'Flight preparation' and related AMC/GM; AMC1 CAT.OP.MPA.175(a)	X	X	X	X	X			
(15)		State the commander's responsibilities during flight preparation. Source: Point CAT.OP.MPA.175 'Flight preparation'	X	X	X	X	X			
(16)		State the rules for aerodrome/heliport selection. Source: Point CAT.OP.MPA.180 'Selection of aerodromes — aeroplanes';	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		Point CAT.OP.MPA.181 ‘Selection of aerodromes and operating sites — helicopters’								
(17)		Explain the planning minima for instrument flight rule (IFR) flights. Source: Point CAT.OP.MPA.185 ‘Planning minima for IFR flights — aeroplanes’	X		X					
(18)		Explain the rules for refuelling/defueling with passengers on board. Source: Point CAT.OP.MPA.195 ‘Refuelling/defuelling with passengers embarking, on board or disembarking’ and related AMCs; AMC1 CAT.OP.MPA.195; Point CAT.OP.MPA.200 ‘Refuelling/ defuelling with wide-cut fuel’ and related AMCs; GM1 CAT.OP.MPA.200	X	X	X	X	X			
(19)		Explain the ‘crew members at station’ policy. Source: CAT.OP.MPA.210 ‘Crew members at stations’ and related AMCs; AMC1 CAT.OP.MPA.210(b); GM1 CAT.OP.MPA.210	X	X	X	X	X			
(20)		Explain the use of seats, safety belts and harnesses. Source: Point CAT.OP.MPA.225 ‘Seats, safety belts and restraint systems’	X	X	X	X	X			
(21)		Explain the requirements for securing passenger cabin and galley.	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		Source: Point CAT.OP.MPA.230 ‘Securing of passenger compartment and galley(s)’								
(22)		Explain the commander’s responsibility regarding smoking on board. Source: Point CAT.OP.MPA.240 ‘Smoking on board’	X	X	X	X	X			
(23)		State under which conditions a commander can commence or continue a flight regarding meteorological conditions. Source: Point CAT.OP.MPA.245 ‘Meteorological conditions — all aircraft’; Point CAT.OP.MPA.246 ‘Meteorological conditions — aeroplanes’; Point CAT.OP.MPA.265 ‘Take-off conditions’	X	X	X	X	X			
(24)		Explain the commander’s responsibility regarding ice and other contaminants. Source: Point CAT.OP.MPA.250 ‘Ice and other contaminants — ground procedures’ and related AMCs/GM; Point CAT.OP.MPA.255 ‘Ice and other contaminants — flight procedures’ and related AMCs/GM; GM1 CAT.OP.MPA.250 (a) to (l); GM2 CAT.OP.MPA.250 (a) to (f); GM3 CAT.OP.MPA.250 (a)(1) to (3); AMC1 CAT.OP.MPA.255 (a)	X	X	X	X	X			
(25)		Explain the commander’s responsibility regarding fuel to be carried and in-flight fuel management. Source:	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		<p>Point CAT.OP.MPA.260 'Fuel and oil supply';</p> <p>Point CAT.OP.MPA.280 'In-flight fuel management — aeroplanes';</p> <p>Point CAT.OP.MPA.281 'In-flight fuel management — helicopters' and AMC1 CAT.OP.MPA.281</p>								
(26)		<p>Detail the rules regarding carriage and use of supplemental oxygen for passengers and aircrew.</p> <p>Source:</p> <p>Point CAT.OP.MPA.285 'Use of supplemental oxygen';</p> <p>Point CAT.IDE.A.235 'Supplemental oxygen — pressurised aeroplanes' and related AMCs/GM</p>	X	X	X	X	X			
		Flight preparation								
(27)		<p>Explain the commander's responsibility regarding approach and landing.</p> <p>Source:</p> <p>Point CAT.OP.MPA.300 'Approach and landing conditions' and AMC1 CAT.OP.MPA.300;</p> <p>Point CAT.OP.MPA.305 'Commencement and continuation of approach' and related AMCs/GM</p>	X	X	X	X	X			
(28)		<p>Explain the circumstances under which a report shall be submitted.</p> <p>Source: Point ORO.GEN.160 'Occurrence reporting' and related AMCs/GM</p>	X	X	X	X	X			
071 01 02 05		All-weather operations								
(01)		<p>Explain the operator's responsibility regarding aerodrome/heliport operating minima.</p>	X		X					

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		<p><i>Source:</i> Point CAT.OP.MPA.110 'Aerodrome operating minima' and related AMCs/GM; Point CAT.OP.MPA.115 'Approach flight technique — aeroplanes' and related AMCs/GM</p>								

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(02)		Define the following terms: 'circling', 'low-visibility procedures', 'low-visibility take-off', 'visual approach'. Source: Regulation (EU) No 965/2012, Annex I	X		X					
(03)		Define the following terms: 'flight control system', 'fail-passive flight control system', 'fail-operational flight control system', 'fail-operational hybrid landing system'. Source: Regulation (EU) No 965/2012, Annex I	X							
(04)		Define the following terms: 'final approach and take-off area'. Source: Regulation (EU) No 965/2012, Annex I			X					
(05)		Explain the general operating requirements for low-visibility operations. Source: Point SPA.LVO.100 'Low visibility operations' and related AMCs; Point SPA.LVO.105 'LVO approval'; Point SPA.LVO.110 'General operating requirements'; Point SPA.LVO.115 'Aerodrome related requirements'	X		X					
(06)		Define aerodrome/heliport considerations regarding low-visibility operations. Source: SPA.LVO.115 'Aerodrome related requirements'	X		X					
(07)		Explain the training and qualification requirements for flight crew to conduct low-visibility operations. Source: Point SPA.LVO.120 'Flight crew training and qualifications' and related AMCs	X		X					
(08)		Explain the operating procedures for low-visibility operations.	X		X					

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		Source: Point SPA.LVO.125 ‘Operating procedures and AMC1 SPA.LVO.125								
(09)		Explain the operator’s and commander’s responsibilities regarding minimum equipment for low-visibility operations. Source: Point SPA.LVO.130 ‘Minimum equipment’	X		X					
(10)		Explain the VFR operating minima. Source: AMC12 CAT.OP.MPA.110 ‘Aerodrome operating minima — VFR OPERATIONS WITH OTHER-THAN-COMPLEX MOTOR-POWERED AIRCRAFT’	X		X					
(11)		Aerodrome operating minima: explain under which conditions the commander can commence take-off. Source: Point CAT.OP.MPA.110 ‘Aerodrome operating minima’ and related AMCs/GM; Point SPA.LVO.110 ‘General operating requirements’ and related AMCs/GM	X		X					
(12)		Aerodrome operating minima: explain that take-off minima are expressed as visibility or runway visual range (RVR). Source: Point CAT.OP.MPA.110 ‘Aerodrome operating minima’; AMC1 CAT.OP.MPA.110; AMC2 CAT.OP.MPA.110	X		X					
(13)		Aerodrome operating minima: explain the take-off RVR value depending on the aerodrome facilities. Source: AMC1 CAT.OP.MPA.110 ‘Aerodrome operating minima’, Table 1.A;	X		X					

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		AMC2 CAT.OP.MPA.110 ‘Aerodrome operating minima’, Table 1.H								
(14)		Aerodrome operating minima: explain the system minima for non-precision approach (NPA) (minimum descent altitude/height (MDA/H) and decision altitude/height (DA/H), not RVR). Source: AMC3 CAT.OP.MPA.110 ‘Aerodrome operating minima’ (Table 3: ILS/MLS/GLS; SRA 1NM; VOR; NDB); AMC6 CAT.OP.MPA.110 ‘Aerodrome operating minima’	X		X					
(15)		Aerodrome operating minima: explain under which conditions a pilot can continue the approach below MDA/H or DA/H. Source: Point CAT.OP.MPA.305 ‘Commencement and continuation of approach’; AMC1 CAT.OP.MPA.305(e)	X		X					
(16)		Aerodrome operating minima: explain the lowest minima for precision approach category 1 (including single-pilot operations). Source: AMC3 SPA.LVO.100 ‘Low visibility operations’	X		X					
(17)		Aerodrome operating minima: explain the lowest minima for precision approach category 2 operations. Source: AMC4 SPA.LVO.100 ‘Low visibility operations’	X		X					
(18)		Aerodrome operating minima: explain the lowest minima for precision approach category 3 operations. Source: AMC5 SPA.LVO.100 ‘Low visibility operations’	X							

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(19)		<p>Aerodrome operating minima: explain the lowest minima for circling and visual approach.</p> <p>Source:</p> <p>AMC7 CAT.OP.MPA.110 ‘Aerodrome operating minima’;</p> <p>AMC9 CAT.OP.MPA.110;</p> <p>AMC8 CAT.OP.MPA.110</p>	X		X					
(20)		<p>Aerodrome operating minima: explain the RVR value and cloud ceiling depending on the aerodrome.</p> <p>Source:</p> <p>Point CAT.OP.MPA.110 ‘Aerodrome operating minima’ and related AMCs/GM;</p> <p>Point SPA.LVO.110 ‘General operating requirements’ and related AMCs</p>			X					
(21)		<p>Aerodrome operating minima: explain under which conditions an airborne radar approach can be performed and state the relevant minima.</p> <p>Source:</p> <p>Point CAT.OP.MPA.120 ‘Airborne radar approaches (ARAs) for overwater operations — helicopters’;</p> <p>AMC1 SPA.HOFO.120 ‘Selection of aerodromes and operating sites — COASTAL AERODROME’;</p> <p>AMC2 SPA.HOFO.120 ‘Selection of aerodromes and operating sites — OFFSHORE DESTINATION ALTERNATE AERODROME’;</p> <p>AMC1 SPA.HOFO.125 ‘Airborne radar approach (ARA) to offshore locations — GENERAL’;</p> <p>GM1 SPA.HOFO.125 ‘Airborne radar approach (ARA) to offshore locations — GENERAL’;</p>			X					

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		GM2 SPA.HOFO.125 ‘Airborne radar approach (ARA) to offshore locations — GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS)/AREA NAVIGATION SYSTEM’								
071 01 02 06		Instruments and equipment								
(01)		Explain which items do not require an equipment approval. Source: Point CAT.IDE.A.100 ‘Instruments and equipment — general’ and related GM, and point CAT.IDE.H.100 ‘Instruments and equipment — general’; Points CAT.IDE.A.105/CAT.IDE.H.105 ‘Minimum equipment for flight’	X	X	X	X	X			
(02)		Explain the requirements regarding availability of spare electrical fuses. Source: Point CAT.IDE.A.110 ‘Spare electrical fuses’ and related GM	X	X	X	X	X			
(03)		Explain the requirements regarding windshield wipers. Source: Point CAT.IDE.A.120 ‘Equipment to clear windshield’ and related AMCs	X	X						
(04)		List the minimum equipment required for day and night VFR flights. Source: Point CAT.IDE.A.125 ‘Operations under VFR by day’ and related AMCs/GM	X	X	X	X	X			
(05)		List the minimum equipment required for IFR flights. Source: Point CAT.IDE.A.130 ‘Operations under IFR or at night — flight and navigational instruments and associated	X		X					

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		equipment’ and related AMCs/GM; Point CAT.IDE.H.130 ‘Operations under IFR or at night — flight and navigational instruments and associated equipment’ and related AMCs/GM								
(06)		Explain the required additional equipment for single-pilot operations under IFR. Source: Points CAT.IDE.A.135/CAT.IDE.H.135 ‘Additional equipment for single-pilot operation under IFR’	X		X					
(07)		State the requirements for an altitude alerting system. Source: Point CAT.IDE.A.140 ‘Altitude alerting system’	X	X						
(08)		State the requirements for radio altimeters. Source: Point CAT.IDE.H.145 ‘Radio altimeters’			X	X	X			
(09)		State the requirements for ground proximity warning system (GPWS)/terrain awareness and warning system (TAWS). Source: Point CAT.IDE.A.150 ‘Terrain awareness warning system (TAWS)’	X	X						
(10)		State the requirements for airborne collision avoidance system (ACAS). Source: Point CAT.IDE.A.155 ‘Airborne collision avoidance system (ACAS)’	X	X						
(11)		State the conditions under which an aircraft must be fitted with a weather radar. Source: Points CAT.IDE.A.160/CAT.IDE.H.160 ‘Airborne weather detecting equipment’	X	X	X	X	X			
(12)		State the circumstances under which a cockpit voice recorder (CVR) is compulsory (after 1998). Source: Points CAT.IDE.A.185/CAT.IDE.H.185 ‘Cockpit voice	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		recorder'								
(13)		State the rules regarding the location, construction, installation, and operation of cockpit voice recorders (CVRs) (after 1998). Source: Points CAT.IDE.A.185/CAT.IDE.H.185 'Cockpit voice recorder'	X	X	X	X	X			
(14)		State the circumstances under which a flight data recorder (FDR) is compulsory (after 1998). Source: Points CAT.IDE.A.190/CAT.IDE.H.190 'Flight data recorder'	X	X	X	X	X			
(15)		State the rules regarding the location, construction, installation, and operation of flight data recorders (FDRs) (after 1998). Source: Points CAT.IDE.A.190/CAT.IDE.A.190 'Flight data recorder' and related AMCs/GM	X	X	X	X	X			
(16)		Explain the requirements about seats, seat safety belts, harnesses, and child-restraint devices. Source: Points CAT.IDE.A.205/CAT.IDE.H.205 'Seats, seat safety belts, restraint systems and child restraint devices' and related AMCs/GM	X	X	X	X	X			
(17)		Explain the requirements about 'Fasten seat belt' and 'No smoking' signs. Source: Points CAT.IDE.A.210/CAT.IDE.H.210 'Fasten seat belt and no smoking signs'	X	X	X	X	X			
(18)		Explain the requirements regarding internal doors and curtains.	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		Source: Point CAT.IDE.A.215 'Internal doors and curtains'								
		First-aid and emergency equipment								
(19)		Explain the requirements regarding first-aid kits. Source: Points CAT.IDE.A.220/CAT.IDE.H.220 'First-aid kit' and related AMCs/GM	X	X	X	X	X			
(20)		Explain the requirements regarding emergency medical kits and first-aid oxygen. Source: Point CAT.IDE.A.225 'Emergency medical kit'; AMC1 CAT.IDE.A.225; AMC2 CAT.IDE.A.225; AMC3 CAT.IDE.A.225; AMC4 CAT.IDE.A.225; GM1 CAT.IDE.A.225; Point CAT.IDE.A.230 'First-aid oxygen'	X	X						
(21)		Detail the rules regarding crew protective breathing equipment. Source: Point CAT.IDE.A.245 'Crew protective breathing equipment'; AMC1 CAT.IDE.A.245	X	X						
(22)		Describe the type and location of handheld fire extinguishers. Source: Points CAT.IDE.A.250/CAT.IDE.H.250 'Hand fire extinguishers' and related AMCs/GM	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(23)		Describe the location of crash axes and crowbars. Source: Point CAT.IDE.A.255 'Crash axe and crowbar'; AMC1 CAT.IDE.A.255	X	X						
(24)		Specify the colours and markings used to indicate break-in points. Source: Points CAT.IDE.A.260/CAT.IDE.H.260 'Marking of break-in points' and related AMCs/GM	X	X	X	X	X			
(25)		Explain the requirements for means of emergency evacuation. Source: Point CAT.IDE.A.265 'Means for emergency evacuation'	X	X						
(26)		Explain the requirements for megaphones. Source: Points CAT.IDE.A.270/CAT.IDE.H.270 'Megaphones' and related AMCs/GM	X	X	X	X	X			
(27)		Explain the requirements for emergency lighting and marking. Source: Points CAT.IDE.A.275/CAT.IDE.H.275 'Emergency lighting and marking'	X	X	X	X	X			
(28)		Explain the requirements for an emergency locator transmitter (ELT). Source: Points CAT.IDE.A.280/CAT.IDE.H.280 'Emergency locator transmitter (ELT)' and related AMCs/GM	X	X	X	X	X			
(29)		Explain the requirements for life jackets, life rafts, survival kits, and ELTs.	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		<p>Source:</p> <p>Point CAT.IDE.A.285 'Flight over water';</p> <p>Point CAT.IDE.A.305 'Survival equipment'</p> <p>Point CAT.IDE.H.280 'Emergency locator transmitter (ELT)';</p> <p>Point CAT.IDE.H.290 'Life-jackets';</p> <p>Point CAT.IDE.H.295 'Crew survival suits';</p> <p>Point CAT.IDE.H.300 'Life-rafts, survival ELTs and survival equipment on extended overwater flights'</p>								
(30)		<p>Explain the requirements for crew survival suit.</p> <p>Source:</p> <p>Point CAT.IDE.H.295 'Crew survival suits';</p> <p>GM1 CAT.IDE.H.295</p>			X	X	X			
(31)		<p>Explain the requirements for survival equipment.</p> <p>Source: Points CAT.IDE.A.305/CAT.IDE.H.305 'Survival equipment'</p>	X	X	X	X	X			
(32)		<p>Explain the additional requirements for helicopters operating to or from helidecks located in hostile sea areas.</p> <p>Source: Point CAT.IDE.H.310 'Additional requirements for helicopters conducting offshore operations in a hostile sea area'</p>			X	X	X			
(33)		<p>Explain the requirements for emergency flotation equipment.</p> <p>Source:</p> <p>Point CAT.IDE.H.315 'Helicopters certified for operating on water — miscellaneous equipment';</p> <p>Point CAT.IDE.H.320 'All helicopters on flights over water — ditching'</p>			X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
071 01 02 07		Communication and navigation equipment								
(01)		Explain the general requirements for communication and navigation equipment. Source: Point CAT.IDE.A.325 'Headset' and related AMCs/GM	X	X	X	X	X			
(02)		Explain why the radio-communication equipment must be able to send and receive on 121.5 MHz. Source: Points CAT.IDE.A.330/CAT.IDE.H.330 'Radio communication equipment'	X	X	X	X	X			
(03)		Explain the requirements regarding the provision of an audio selector panel. Source: Points CAT.IDE.A.335/CAT.IDE.H.335 'Audio selector panel'	X	X	X	X	X			
(04)		List the requirements for radio equipment when flying under VFR by reference to visual landmarks. Source: Points CAT.IDE.A.340/CAT.IDE.H.340 'Radio equipment for operations under VFR over routes navigated by reference to visual landmarks'	X	X	X	X	X			
(05)		List the requirements for communication and navigation equipment when operating under IFR or under VFR over routes not navigated by reference to visual landmarks. Source: Points CAT.IDE.A.345/CAT.IDE.H.345 'Communication and navigation equipment for operations under IFR or under VFR over routes not navigated by reference to visual landmarks'	X	X	X	X	X			
(06)		Explain what equipment is required to operate in airspace	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		with reduced vertical separation minima (RVSM). Source: Point SPA.RVSM.110 'RVSM equipment requirements'								
(07)		Explain the conditions under which a crew member interphone system and public address system are mandatory. Source: Points CAT.IDE.A.170/CAT.IDE.H.170 'Flight crew interphone system'; AMC1 CAT.IDE.A.170/CAT.IDE.H.170; Points CAT.IDE.A.175/CAT.IDE.H.175 'Crew member interphone system'; AMC1 CAT.IDE.A.175/CAT.IDE.H.175; Points CAT.IDE.A.180/CAT.IDE.H.180 'Public address system'; AMC1 CAT.IDE.A.180/CAT.IDE.H.180	X	X	X	X	X			
(08)		List the equipment for operations requiring a radio communication. Source: Point CAT.IDE.H.325 'Headset'; Point CAT.IDE.H.330 'Radio communication equipment'; Point CAT.IDE.H.335 'Audio selector panel'; Point CAT.IDE.H.340 'Radio equipment for operations under VFR over routes navigated by reference to visual landmarks'			X	X	X			
(09)		List the equipment for operations that require a radio navigation system.			X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		<p>Source: Point CAT.IDE.H.325 ‘Headset’; AMC1 CAT.IDE.H.325; Point CAT.IDE.H.345 ‘Communication and navigation equipment for operations under IFR or under VFR over routes not navigated by reference to visual landmarks’</p>								
(10)		<p>Explain the requirements regarding the provision of a transponder. Source: Points CAT.IDE.A.350/CAT.IDE.H.350 ‘Transponder’; AMC1 CAT.IDE.A.350/CAT.IDE.H.350</p>	X	X	X	X	X			
(11)		<p>Explain the requirements regarding the provision of electronic data management products. Source: Point CAT.IDE.A.355 ‘Electronic navigation data management’; AMC1 CAT.IDE.A.355 ‘Electronic navigation data management — ELECTRONIC NAVIGATION DATA PRODUCTS’</p>	X	X						
071 01 02 08		<i>Intentionally left blank</i>								
071 01 02 09		<i>Flight crew</i>								
(01)		<p>Explain the requirement regarding flight crew composition and in-flight relief. Source: Point ORO.FC.100 ‘Composition of flight crew’; AMC1 ORO.FC.100(c);</p>	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		<p>Point ORO.FC.105 ‘Designation as pilot-in-command/commander’; AMC1 ORO.FC.105(b)(2);(c); GM1 ORO.FC.105 (b)(2); AMC1 ORO.FC.105(c); Point ORO.FC.110 ‘Flight engineer’; Point ORO.FC.115 ‘Crew resource management (CRM) training’; Point ORO.FC.200 ‘Composition of flight crew’; AMC1 ORO.FC.200(a); Point ORO.FC.A.201 ‘In-flight relief of flight crew members’; Point ORO.FC.202 Single-pilot operations under IFR or at night</p>								
(02)		<p>Explain the requirement for conversion training and checking. <i>Source:</i> Point ORO.FC.120 ‘Operator conversion training’; Point ORO.FC.145 ‘Provision of training’; Point ORO.FC.220 ‘Operator conversion training and checking’; and related AMCs/GM</p>	X	X	X	X	X			
(03)		<p>Explain the requirement for differences training and familiarisation training. <i>Source:</i> Point ORO.FC.125 ‘Differences training and familiarisation training’; AMC1 ORO.FC.125</p>	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(04)		Explain the conditions for upgrade from co-pilot to commander. Source: Point ORO.FC.205 'Command course'	X	X	X	X	X			
(05)		Explain the minimum qualification requirements to operate as a commander. Source: Point ORO.FC.A.250 'Commanders holding a CPL(A)'	X	X	X	X	X			
(06)		Explain the requirement for recurrent training and checking. Source: Point ORO.FC.230 'Recurrent training and checking'	X	X	X	X	X			
(07)		Explain the requirement for a pilot to operate on either pilot's seat. Source: Point ORO.FC.235 'Pilot qualification to operate in either pilot's seat'; AMC1 ORO.FC.235(d); GM1 ORO.FC.235(f);(g)	X	X	X	X	X			
(08)		Explain the minimum recent experience requirements for the commander and the co-pilot. Source: Point FCL.060 'Recent experience'; AMC1 FCL.060(b)(1); GM1 FCL.060(b)(1)	X	X	X	X	X			
(09)		Specify the route and aerodrome/heliport knowledge required for a PIC/commander. Source: Point ORO.FC.105 'Designation as pilot-in-command/commander';	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		AMC1 ORO.FC.105(b)(2);(c); GM1 ORO.FC.105(b)(2); AMC1 ORO.FC.105(c)								
(10)		Explain the requirement to operate on more than one aircraft type or variant. Source: Point ORO.FC.140 ‘Operation on more than one type or variant’; Point ORO.FC.240 ‘Operation on more than one type or variant’; AMC1 ORO.FC.240(a)(1)	X	X	X	X	X			
(11)		Explain that when a flight crew member operates both helicopters and aeroplanes, the operations are limited to one of each type. Source: Point ORO.FC.240 ‘Operation on more than one type or variant’	X	X	X	X	X			
(12)		Explain the requirement(s) for training records. Source: Point ORO.MLR.115 ‘Record-keeping’	X	X	X	X	X			
(13)		Explain the crew members’ responsibilities in the execution of their duties, and define the commander’s authority. Source: Point CAT.GEN.MPA.100 ‘Crew responsibilities; Point CAT.GEN.MPA.105 ‘Responsibilities of the commander; Point CAT.GEN.MPA.110 ‘Authority of the commander’	X	X	X	X	X			
(14)		Explain the operator’s and commander’s responsibilities regarding persons on board, admission to the flight crew	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		compartment and carriage of unauthorised persons or cargo. Source: Point CAT.GEN.MPA.135 'Admission to the flight crew compartment; Point CAT.GEN.MPA.165 'Method of carriage of persons; Point CAT.GEN.MPA.105 'Responsibilities of the commander'								
(15)		Explain the requirements for the initial operator's crew resource management (CRM) training. Source: Point ORO.FC.215 'Initial operator's crew resource management (CRM) training'	X	X	X	X	X			
071 01 02 10		Cabin crew/crew members other than flight crew								
(01)		Explain who is regarded as cabin crew member. Source: Regulation (EU) No 965/2012, Annex I 'Definitions'	X	X	X	X	X			
(02)		Detail the requirements regarding the number and composition of cabin crew. Source: Point ORO.CC.100 'Number and composition of cabin crew; AMC1 ORO.CC.100; GM1 ORO.CC.100; Point ORO.CC.205 'Reduction of the number of cabin crew during ground operations and in unforeseen circumstances'	X	X	X	X	X			
(03)		Explain the conditions and the additional conditions for assignment to duties. Source:	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		Point ORO.CC.110 'Conditions for assignment to duties; Point ORO.CC.210 'Additional conditions for assignment to duties; GM1 ORO.CC.210(d)								
(04)		Explain the requirements regarding senior cabin crew members. Source: Point ORO.CC.200 'Senior cabin crew member; AMC1 ORO.CC.200(c);(d);(e)	X	X	X	X	X			
(05)		Explain the conditions for operating on more than one aircraft type or variant. Source: Point ORO.CC.250 'Operation on more than one aircraft type or variant; AMC1 ORO.CC.250(b); GM1 ORO.CC.250	X	X	X	X	X			
(06)		Explain what is the operator's responsibility regarding the distinction between cabin crew members and additional crew members. Source: Point CAT.GEN.MPA.115 'Personnel or crew members other than cabin crew in the passenger compartment'	X	X	X	X	X			
071 01 02 11		Intentionally left blank								
071 01 02 12		Flight and duty time limitations and rest requirements								
(01)		Explain the definitions used for the regulation of flight time limitations.	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		<p>Source:</p> <p>Point ORO.FTL.100 'Scope';</p> <p>Point ORO.FTL.105 'Definitions' (values of Table 1 excluded)</p>								
(02)		<p>Explain the flight and duty time limitations.</p> <p>Source:</p> <p>Point ORO.FTL.200 'Home base';</p> <p>Point ORO.FTL.210 'Flight times and duty periods'</p>	X	X						
(03)		<p>Explain the requirements regarding the maximum daily flight duty period.</p> <p>Source:</p> <p>Point ORO.FTL.205 'Flight duty period (FDP)';</p> <p>Point ORO.FTL.205(b) 'Basic maximum daily FDP' (use of the tables but not memorisation)</p>	X	X						
(04)		<p>Explain the requirements regarding rest periods.</p> <p>Source: Point ORO.FTL.235 'Rest periods'</p>	X	X						
(05)		<p>Explain the possible extension of flight duty period due to in-flight rest.</p> <p>Source:</p> <p>Point ORO.FTL.205 'Flight duty period (FDP)';</p> <p>Point ORO.FTL.205(e) 'Maximum daily FDP with the use of extensions due to in-flight rest'</p>	X	X						
(06)		<p>Explain that it is the captain's discretion to extend flight duty in case of unforeseen circumstances in actual flight operations.</p> <p>Source:</p> <p>Point ORO.FTL.205 'Flight duty period (FDP)';</p>	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		Point ORO.FTL.205(f) 'Unforeseen circumstances in flight operations — commander's discretion'								
(07)		Explain the requirement regarding standby. Source: Point ORO.FTL.225 'Standby and duties at the airport'	X	X						
071 01 03 00		Long-range flights								
071 01 03 01		Flight management								
(01)		Minimum time routes: define and interpret minimum time route (route that gives the shortest flight time from departure to destination adhering to all ATC and airspace restrictions). Source: N/A	X							
(02)		State the circumstances in which a take-off alternate must be selected. Source: Point CAT.OP.MPA.180 'Selection of aerodromes — aeroplanes; Point CAT.OP.MPA.181 'Selection of aerodromes and operating sites — helicopters'	X		X					
(03)		State the maximum flight distance of a take-off alternate for: — two-engined aeroplanes; — ETOPS-approved aeroplanes; — three- or four-engined aeroplanes. Source: Point CAT.OP.MPA.180 'Selection of aerodromes — aeroplanes';	X		X					

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		Point CAT.OP.MPA.181 ‘Selection of aerodromes and operating sites — helicopters’								
(04)		State the factors to be considered in the selection of a take-off alternate. <i>Source:</i> Point CAT.OP.MPA.185 ‘Planning minima for IFR flights — aeroplanes’; Point CAT.OP.MPA.186 ‘Planning minima for IFR flights — helicopters’	X		X					
(05)		State when a destination alternate need not be selected. <i>Source:</i> Point CAT.OP.MPA.180 ‘Selection of aerodromes — aeroplanes’; Point CAT.OP.MPA.181 ‘Selection of aerodromes and operating sites — helicopters’	X		X					
(06)		State when two destination alternates must be selected. <i>Source:</i> Point CAT.OP.MPA.180 ‘Selection of aerodromes — aeroplanes’; Point CAT.OP.MPA.181 ‘Selection of aerodromes and operating sites — helicopters’	X		X					
(07)		State the factors to be considered in the selection of a destination alternate aerodrome. <i>Source:</i> Point CAT.OP.MPA.185 ‘Planning minima for IFR flights — aeroplanes’; Point CAT.OP.MPA.186 ‘Planning minima for IFR flights —	X		X					

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		helicopters'								
(08)		State the factors to be considered in the selection of an en-route alternate aerodrome. Source: Point CAT.OP.MPA.185 'Planning minima for IFR flights — aeroplanes'	X		✕					
071 01 03 02		<i>Transoceanic and polar flights</i> <i>(ICAO Doc 7030 'Regional Supplementary Procedures — North Atlantic Operations and Airspace Manual')</i>								
(01)		According to ICAO Doc 7030, explain that special rules apply to the North Atlantic (NAT) Region, and crews need to be specifically trained before flying in this area. Source: NAT 007, 1.3.8 Crew Training	X							
(02)		Describe the possible indications of navigation system degradation, including any system-generated warning. Source: NAT 007, Chapter 12 Procedures in the event of navigation system degradation or failure	X							
(03)		Describe by what emergency means course and inertial navigation system (INS) can be cross-checked in the case of three navigation systems and two navigation systems. Source: NAT 007, Chapter 12 Procedures in the event of navigation system degradation or failure	X							
(04)		Describe the general ICAO procedures applicable in NAT airspace if the aircraft is unable to continue the flight in accordance with its air traffic control (ATC) clearance. Source: NAT 007, 13.2 General procedures	X							
(05)		Describe the ICAO procedures applicable in NAT airspace in case of radio-communication failure.	X							

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		Source: NAT 007, 6.6 HF Communications failure								
(06)		Describe the recommended initial action if an aircraft is unable to obtain a revised ATC clearance. Source: NAT 007, Chapter 13 Special procedures for in-flight contingencies	X							
(07)		Describe the subsequent action for aircraft able to maintain assigned flight level and for aircraft unable to maintain assigned flight level. Source: NAT 007, Chapter 13 Special procedures for in-flight contingencies	X							
(08)		Describe determination of tracks and courses for random routes in NAT airspace. Source: ICAO Doc 7030, NAT 2.1.9.1 General; NAT 007, 2.1.3; NAT 007, Chapter 4 Flight Planning	X							
(09)		Specify the method by which planned tracks are defined (by latitude and longitude) in the NAT airspace: when operating predominately in an east–west direction south of 70°N, and when operating predominately in an east–west direction north of 70°N. Source: ICAO Doc 7030, NAT 2.1.9 Route; NAT 007, Chapter 4 (Flights Planning on Random Route Segments in a Predominantly East - West Direction)	X							
(10)		State the maximum flight time recommended between significant points on random routes. Source: ICAO Doc 7030, NAT 2.1.9 Route; NAT 007, Chapter 4 (Flights Planning on Random Route Segments in a Predominantly East - West Direction and Predominantly North - South Direction)	X							

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(11)		Specify the method by which planned tracks for random routes are defined for flights operating predominantly in a north–south direction. Source: ICAO Doc 7030, NAT 2.1.9 Route; NAT 007, Chapter 4 (Flights Planning on Random Routes in a Predominantly North - South Direction)	X							
(12)		Describe how the desired random route must be specified in the ATC flight plan. Source: NAT 007, 4.2 Flight planning requirements on specific routes	X							
(13)		Describe what precautions can be taken when operating in the area of compass unreliability as a contingency against INS failure. Source: NAT 007, Chapter 12 Procedures in the event of navigation system degradation or failure (not including detailed information on route structures and their coordinates); NAT 007, Chapter 8 (Master document — position plotting)	X							
071 01 03 03		North Atlantic High Level Airspace (NAT HLA)								
		NAT Region North Atlantic Operations and Airspace Manual (NAT Doc 007 Version 2017-1 and NAT Doc 7030)								
(01)		State the lateral dimensions (in general terms) and vertical limits of the NAT HLA. Source: NAT 007, 17.1 GENERAL: 17.1.1 and 17.1.2	X							
(02)		Define the following acronyms: LRNS, MASPS, NAT HLA, OCA, OTS, PRM, RVSM, SLOP, and	X							

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		WATRS. Source: NAT 007, Glossary of Terms								
(03)		State the NAT HLA operations. Source: NAT 007, 1.1.2; 1.1.3; 1.1.5; 1.1.6; 1.1.7; 1.2.1; 1.2.2; 1.3.1; 1.3.2; 1.3.6; 1.3.7; 1.3.8; 1.3.9; 1.3.10; 1.3.11; 1.3.12	X							
(04)		Describe the routes for aircraft with only one long-range navigation system (LRNS). Source: NAT 007, 1.4.1	X							
(05)		Describe the routes for aircraft with short-range navigation equipment only. Source: NAT 007, 1.4.2; 1.4.3	X							
(06)		Explain why the horizontal (i.e. latitudinal and longitudinal) and vertical navigation performance of operators within NAT HLA is monitored on a continual basis. Source: NAT 007, 1.9.1	X							
(07)		Describe the organised track system (OTS). Source: NAT 007, 2.1 GENERAL; 2.2 Construction of the organised track system (OTS)	X							
(08)		State the OTS changeover periods. Source: NAT 007, 2.4 OTS Changeover periods	X							
(09)		Describe the NAT track message. Source: NAT 007, 2.3 The NAT track message	X							
(10)		Illustrate routes between northern Europe and the Spain/Canaries/Lisbon flight information region (FIR) (T9, T13 and T16) within NAT HLA.	X							

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		Source: NAT 007, 3.2 Other routes within the NAT HLA								
(11)		Describe the function of the North American Routes (NARs) and Shannon Oceanic Transition Area (SOTA) and Northern Oceanic Transition Area (NOTA). Source: NAT 007, 3.3 Route structures adjacent to the NAT HLA	X							
(12)		State that all flights should plan to operate on great-circle tracks joining successive significant waypoints. Source: NAT 007, 4.1.3	X							
(13)		State that during the hours of validity of the OTS, operators are encouraged to plan flights: — in accordance with the OTS; — or along a route to join or leave an outer track of the OTS; — or on a random route to remain clear of the OTS, either laterally or vertically. Source: NAT 007, 4.1.4	X							
(14)		State which flight levels are available on OTS tracks during OTS periods. Source: NAT 007, 4.1.10; 4.1.11 and 4.1.12 (dates not required)	X							
(15)		State which flight levels are to be planned on random tracks or outside OTS periods. Source: NAT 007, 4.1.13	X							
(16)		Selection of cruising altitude. Specify the appropriate cruising levels for normal long-range IFR flights and for those operating on the North Atlantic OTS.	X							

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		Source: NAT 007, Chapter 4 Flight Planning - Flight Levels; SERA								
(17)		Oceanic ATC clearances State that it is recommended that pilots should request their oceanic clearance at least 40 minutes prior to the oceanic entry point estimated time of arrival (ETA). Source: NAT 007, 5.1.2	X							
(18)		State that pilots should notify the oceanic area control centre (OAC) of the maximum acceptable flight level possible at the boundary. Source: NAT 007, 5.1.3	X							
(19)		State that at some aerodromes which are situated close to oceanic boundaries, the oceanic clearance must be obtained before departure. Source: NAT 007, 5.1.5	X							
(20)		State that if an aircraft, which would normally be RVSM- or NAT HLA-approved, encounters, whilst en-route to the NAT Oceanic Airspace, a critical in-flight equipment failure, or at dispatch is unable to meet the MEL requirements for RVSM or NAT HLA approval of the flight, then the pilot must advise ATC at initial contact when requesting oceanic clearance. Source: NAT 007, 5.1.6	X							
(21)		State that after obtaining and reading back the clearance, the pilot should monitor the forward estimate for oceanic entry, and if this changes by 3 minutes or more, unless providing position reports via automatic dependent surveillance — contract (ADS-C), the pilot must pass a	X							

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		revised estimate on to ATC. Source: NAT 007, 5.1.7								
(22)		State that pilots should pay particular attention when the issued clearance differs from the flight plan as a significant proportion of navigation errors investigated in the NAT Region involve aircraft which have followed their flight plan rather than the differing clearance. Source: NAT 007, 5.1.8	X							
(23)		State that if the entry point of the oceanic route for which the flight is cleared differs from that originally requested or the oceanic flight level differs from the current flight level, the pilot is responsible for requesting and obtaining the necessary domestic reclearance. Source: NAT 007, 5.1.9	X							
(24)		State that there are three elements to an oceanic clearance: route, Mach number, and flight level, and that these elements serve to provide for the three basic elements of separation: lateral, longitudinal, and vertical. Source: NAT 007, 5.1.1	X							
(25)		Communications and position-reporting procedures State that pilots communicate with OACs via aeradio stations staffed by communicators who have no executive ATC authority. Source: NAT 007, 6.1.1	X							
(26)		State that messages are relayed from the ground station to the air traffic controllers of the relevant OAC for action. Source: NAT 007, 6.1.1	X							

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(27)		State that frequencies from the lower HF bands tend to be used for communications during night-time and those from the higher bands during daytime. Generally, in NAT, frequencies of less than 7 MHz are utilised at night and frequencies greater than 8 MHz are utilised during the day. When initiating contact with an aeradio station, the pilot should state the HF frequency in use. Source: NAT 007, 6.1.4 and 6.1.7	X							
(28)		State that since oceanic traffic typically communicates with ATC through aeradio facilities, a satellite communication (SATCOM) call, made due to unforeseen inability to communicate by other means, should be made to such a facility rather than the ATC centre, unless the urgency of the communication dictates otherwise. Source: NAT 007, 6.1.17	X							
(29)		State that an air-to-air VHF frequency has been established for worldwide use when aircraft are out of range of VHF ground stations which utilise the same or adjacent frequencies. This frequency, 123.45 MHz, is intended for pilot-to-pilot exchanges of operationally significant information. Source: NAT 007, 6.2.2	X							
(30)		State that any pilot, who provides position reports via data link and encounters significant meteorological phenomena (such as moderate/severe turbulence or icing, volcanic ash or thunderstorms), should report this information. Source: NAT 007, 6.5.2	X							
(31)		State that all turbine-engined aeroplanes having a maximum	X							

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		certified take-off mass exceeding 5 700 kg or authorised to carry more than 19 passengers are required to carry and operate airborne collision avoidance system (ACAS) II in the NAT Region. Source: NAT 007, 6.9.1								
(32)		State that even with the growing use of data-link communications, a significant volume of NAT air-ground communications are conducted using voice on single sideband (SSB) HF frequencies. To support air-ground ATC communications in the North Atlantic Region, 24 HF frequencies have been allocated, in bands ranging from 2.8 to 18 MHz. Source: NAT 007, 6.1.3	X							
(33)		Application of the Mach number technique (NAT HLA) State that practical experience has shown that when two or more turbojet aircraft, operating along the same route at the same flight level, maintain the same Mach number, they are more likely to maintain a constant time interval between each other than when using other methods. Source: NAT 007, 7.2.1	X							
(34)		State that after leaving oceanic airspace, pilots must maintain their assigned Mach number in domestic controlled airspace unless and until the appropriate ATC unit authorises a change. Source: NAT 007, 7.4.1	X							
		North Atlantic High Level Airspace (NAT HLA) flight operation and navigation procedures								
(35)		NAT HLA flight operation and navigation procedures	X							

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		State that the pre-flight procedures for any NAT HLA flight must include a Universal Time Coordinated (UTC) time check. Source: NAT 007, 8.2.2								
(36)		Describe the function and use of the master document. Source: NAT 007, 8.2.5 to 8.2.9	X							
(37)		State the requirements for position plotting. Source: NAT 007, 8.2.10 to 8.2.13	X							
(38)		Describe the pre-flight procedures for: <ul style="list-style-type: none"> — the alignment of IRS; — the satellite navigation availability prediction programme for flights using global navigation satellite long-range navigation system (GNSS LRNS); — loading of initial waypoints; and — flight plan check. Source: NAT 007, 8.3.2 to 8.3.5; 8.3.6 to 8.3.8; 8.3.13 to 8.3.17	X							
(39)		Describe the strategic lateral offset procedure (SLOP) and state that along a route or track there will be three positions that an aircraft may fly: centre line, or 1 or 2 miles right. Source: NAT 007, 8.5.1 to 8.5.5	X							
(40)		State that RNAV 10 retains the RNP 10 designation, as specified in the Performance-based Navigation Manual (ICAO Doc 9613), 1.2.3.5. (ICAO Doc 7030, NAT Chapter 4). Source: NAT 007, 1.3.4	X							
(41)		State that both aircraft and operators must be RNP 10- or RNP 4-approved by the State of the Operator or the State of	X							

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		(NAT Doc 007, Chapter 12)								
(48)		<p>For this part, consider aircraft equipped with only two operational LRNSs and state the requirements for the following situations:</p> <ul style="list-style-type: none"> — one system fails before take-off; — one system fails before the OCA boundary is reached; — one system fails after the OCA boundary is crossed; and — the remaining system fails after entering NAT HLA. <p>Source: NAT 007, 12.2</p>	X							
		Special procedures for in-flight contingencies (NAT Doc 007, Chapter 13)								
(49)		<p>State the general procedures and also state that the general concept of these NAT in-flight contingency procedures is, whenever operationally feasible, to offset the assigned route by 15 NM and climb or descend to a level which differs from those normally used by 500 ft if below FL 410 or by 1 000 ft if above FL 410.</p> <p>Source: NAT 007, 13.1 and 13.2</p>	X							
(50)		<p>State all the factors which may affect the direction of turn including:</p> <ul style="list-style-type: none"> — direction to an alternate aerodrome; — terrain clearance; — levels allocated on adjacent routes or tracks and any known SLOP offsets adopted by other nearby traffic. <p>Source: NAT 007, 13.3.2</p>	X							
(51)		State that if the deviation around severe weather is to be	X							

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		greater than 10 NM, the assigned flight level must be changed by ± 300 ft depending on the followed track and the direction of the deviation. Source: NAT 007, 13.4								
071 01 03 04		Extended-range operations with two-engined aeroplanes (ETOPS)								
(01)		State that ETOPS approval is part of an AOC. Source: Point SPA.ETOPS.100 ‘ETOPS’; Point SPA.ETOPS.105 ‘ETOPS operational approval’	X							
(02)		State that prior to conducting an ETOPS flight, an operator shall ensure that a suitable ETOPS en-route alternate is available, within either the approved diversion time or a diversion time based on the MEL-generated serviceability status of the aeroplane, whichever is shorter. Source: Point SPA.ETOPS.110 ‘ETOPS en-route alternate aerodrome’	X							
(03)		State the requirements for take-off alternate. Source: Point CAT.OP.MPA.180 ‘Selection of aerodromes — aeroplanes’	X							
(04)		State the planning minima for ETOPS en-route alternate. Source: Point SPA.ETOPS.115 ‘ETOPS en-route alternate aerodrome planning minima’	X							
(05)		Navigation-planning procedures. Describe the operator’s responsibilities concerning ETOPS routes.	X							

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		AMCs/GM)								
071 02 01 01		Operating procedures								
(01)		Explain the general rules for the operations manual. Source: Point ORO.MLR.100 ‘Operations manual — general’; AMC1 ORO.MLR.100	X	X	X	X	X			
(02)		Explain the structure and subject headings of the operations manual. Source: Point ORO.MLR.101 ‘Operations manual — structure for commercial air transport’; GM1 ORO.MLR.100(k) ‘Operations manual — general’	X	X	X	X	X			
(03)		Explain the requirements for a journey log or equivalent. Source: Point ORO.MLR.110 ‘Journey log’; AMC1 ORO.MLR.110	X	X	X	X	X			
(04)		Describe the requirements regarding the operational flight plan. Source: Point ORO.MLR.115 ‘Record-keeping’	X	X	X	X	X			
(05)		Explain the requirements for document-storage periods. Source: Point ORO.MLR.115 ‘Record-keeping’; AMC1 ORO.MLR.115; GM1 ORO.MLR.115(c);(d)	X	X	X	X	X			
(06)		Explain that all non-type-related operational policies, instructions and procedures required for a safe operation are included in Part A of the operations manual.	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		<p>Source: Point ORO.MLR.101 'Operations manual — structure for commercial air transport'; AMC3 ORO.MLR.100 'Operations manual — general' (main topics in Part A, e.g. General/Basic, etc.)</p>								
(07)		<p>State that the following items are included into Part A:</p> <ul style="list-style-type: none"> — de-icing and anti-icing on the ground; — adverse and potentially hazardous atmospheric conditions; — wake turbulence; — incapacitation of crew members; — use of the minimum equipment list (MEL) and configuration deviation list(s) (CDL); — security; — handling of accidents and occurrences. <p>Source: Point ORO.MLR.101 'Operations manual — structure for commercial air transport'; AMC3 ORO.MLR.100 'Operations manual — general'</p>	X	X	X	X	X			
(08)		<p>State that the following items are included into Part A:</p> <ul style="list-style-type: none"> — altitude alerting system procedures; — ground proximity warning system procedures; — policy and procedures for the use of traffic alert and collision avoidance system (TCAS)/airborne collision avoidance system (ACAS). <p>Source: Point ORO.MLR.101 'Operations manual — structure for</p>	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		commercial air transport'; AMC3 ORO.MLR.100 'Operations manual — general'								
(09)		State that rotor downwash is included into Part A. <i>Source:</i> Point ORO.MLR.101 'Operations manual — structure for commercial air transport'; AMC3 ORO.MLR.100 'Operations manual — general'			X	X	X			
071 02 01 02		<i>Aeroplane/helicopter operating matters — type-related</i>								
(01)		State that all type-related instructions and procedures required for a safe operation are included in Part B of the operations manual. They take account of any differences between types, variants or individual aircraft used by an operator. <i>Source: Point ORO.MLR.101 'Operations manual — structure for commercial air transport'</i>	X	X	X	X	X			
(02)		State that the following items are included into Part B: — abnormal and emergency procedures; — configuration deviation list (CDL); — minimum equipment list (MEL); — emergency evacuation procedures. <i>Source:</i> Point ORO.MLR.101 'Operations manual — structure for commercial air transport'; AMC3 ORO.MLR.100 'Operations manual — general'	X	X						
(03)		State that the following items are included into Part B: — emergency procedures;			X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		<ul style="list-style-type: none"> — configuration deviation list (CDL); — minimum equipment list (MEL); — emergency evacuation procedures. <p>Source: Point ORO.MLR.101 ‘Operations manual — structure for commercial air transport’; AMC3 ORO.MLR.100 ‘Operations manual — general’</p>								
071 02 01 03		Minimum equipment list (MEL) and master minimum equipment list (MMEL)								
(01)		Describe the following terms: ‘commencement of flight’, ‘inoperative’, ‘MEL’, ‘MMEL’, ‘rectification interval’. Source: GM1 ORO.MLR.105(a) ‘Minimum equipment list’; CS-MMEL; GM2 ORO.MLR.105(d)(3)	X	X	X	X	X			
(02)		Explain the relation between MMEL and MEL. Source: Point ORO.MLR.100 ‘Operations manual — general’; Point ORO.MLR.105 ‘Minimum equipment list’; AMC1 ORO.MLR.105(j);(g) GM1 ORO.MLR.105(j)	X	X	X	X	X			
(03)		Define the ‘extent of the MEL’. Source: AMC2 ORO.MLR.105(d)(3) ‘Minimum equipment list’	X	X	X	X	X			
(04)		Explain the responsibilities of the operator and the competent authority with regard to MEL and MMEL.	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		<p>Source: Point ORO.MLR.100 ‘Operations manual — general’; Point ORO.MLR.105 ‘Minimum equipment list’; AMC1 ORO.MLR.105(c); GM1 ORO.MLR.105(d)(3)</p>								
(05)		<p>Explain the responsibilities of the flight crew members with regard to MEL. Source: Points CAT.IDE.A.105/CAT.IDE.H.105 ‘Minimum equipment for flight’</p>	X	X	X	X	X			
(06)		<p>Explain the responsibilities of the commander with regard to MEL. Source: Point CAT.OP.MPA.175 ‘Flight preparation’; Point CAT.IDE.A.105/CAT.IDE.H.105 ‘Minimum equipment for flight’</p>	X	X	X	X	X			
071 02 02 00		Icing conditions								
071 02 02 01		On-ground de-icing/anti-icing procedures, types of de-icing/anti-icing fluids								
(01)		<p>Define the following terms: ‘anti-icing’, ‘de-icing’, ‘one-step de-icing/anti-icing’, ‘two-step de-icing/anti-icing’, ‘holdover time’. Source: ICAO Doc 9640 ‘Manual of Aircraft Ground De-icing/Anti-icing Operations’, Glossary</p>	X	X						
(02)		<p>Describe ‘the clean aircraft concept’ as presented in the relevant chapter of ICAO Doc 9640. Source: ICAO Doc 9640 ‘Manual of Aircraft Ground De-</p>	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		icing/Anti-icing Operations', Chapter 2								
(03)		List the types of de-icing/anti-icing fluids available. Source: ICAO Doc 9640 'Manual of Aircraft Ground De-icing/Anti-icing Operations', Chapter 4, 4.1	X	X	X	X	X			
(04)		Explain the procedure to be followed when an aeroplane has exceeded the holdover time. Source: ICAO Doc 9640 'Manual of Aircraft Ground De-icing/Anti-icing Operations', Chapter 4, 4.9	X	X						
(05)		Interpret the guidelines for fluid holdover times and list the factors which can reduce the fluid protection time. Source: ICAO Doc 9640 'Manual of Aircraft Ground De-icing/Anti-icing Operations', Chapter 5: 5.1, 5.2 and Attachment (5 tables)	X	X						
(06)		Explain how the pre-take-off check, which is the responsibility of the pilot-in-command, ensures that the critical surfaces of the aircraft are free of ice, snow, slush or frost just prior to take-off. This check shall be accomplished as close to the time of take-off as possible and is normally made from within the aeroplane by visually checking the wings. Source: ICAO Doc 9640 'Manual of Aircraft Ground De-icing/Anti-icing Operations', Chapter 6, 6.4	X	X						
(07)		Explain why an aircraft has to be treated symmetrically. Source: ICAO Doc 9640 'Manual of Aircraft Ground De-icing/Anti-icing Operations', Chapter 11	X	X						
(08)		Explain why an operator shall establish procedures to be followed when ground de-icing and anti-icing and related inspections of the aircraft are necessary.	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		Source: ICAO Doc 9640 ‘Manual of Aircraft Ground De-icing/Anti-icing Operations’, Chapter 1: Introduction 1.1 to 1.6								
(09)		Explain why a commander shall not commence take-off unless the external surfaces are clear of any deposit which might adversely affect the performance or controllability of the aircraft except as permitted in the flight manual. Source: ICAO Doc 9640 ‘Manual of Aircraft Ground De-icing/Anti-icing Operations’; Point CAT.OP.MPA.250 ‘Ice and other contaminants — ground procedures’	X	X	X	X	X			
(10)		Explain the requirements for operations in icing conditions. Source: Point CAT.OP.MPA.250 ‘Ice and other contaminants — ground procedures’; Point CAT.OP.MPA.255 ‘Ice and other contaminants — flight procedures’; Point CAT.IDE.A.165 ‘Additional equipment for operations in icing conditions at night’; Point CAT.IDE.H.165 ‘Additional equipment for operations in icing conditions at night’	X	X	X	X	X			
(11)		Explain why safety must come before commercial pressures in relation to de-icing and anti-icing of aircraft. (Consider time and financial cost versus direct and indirect effects of an incident/accident). Source: N/A	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
071 02 02 02		<i>Procedure to apply in case of performance deterioration, on ground/in flight</i>								
(01)		Explain that the effects of icing are wide-ranging, unpredictable and dependent upon individual aircraft design. The magnitude of these effects is dependent upon many variables, but the effects can be both significant and dangerous. Source: ICAO Doc 9640 ‘Manual of Aircraft Ground De-icing/Anti-icing Operations’, Chapter 1	X	X	X	X	X			
(02)		Explain that in icing conditions, for a given speed and a given angle of attack, wing lift can be reduced by as much as 30 % and drag increased by up to 40 %. State that these changes in lift and drag will significantly increase stall speed, reduce controllability, and alter flight characteristics. Source: ICAO Doc 9640 ‘Manual of Aircraft Ground De-icing/Anti-icing Operations’, Chapter 1	X	X	X	X	X			
(03)		Explain that ice on critical surfaces and on the airframe may also break away during take-off and be ingested into engines, possibly damaging fan and compressor blades. Source: ICAO Doc 9640 ‘Manual of Aircraft Ground De-icing/Anti-icing Operations’, Chapter 1	X	X	X	X	X			
(04)		Explain that ice forming on pitot tubes and static ports or on angle-of-attack vanes may give false altitude, airspeed, angle-of-attack and engine-power information for air-data systems. Source: ICAO Doc 9640 ‘Manual of Aircraft Ground De-icing/Anti-icing Operations’, Chapter 1	X	X	X	X	X			
(05)		Explain that ice, frost and snow formed on the critical	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		surfaces on the ground can have a totally different effect on aircraft flight characteristics than ice, frost and snow formed in flight. Source: ICAO Doc 9640 'Manual of Aircraft Ground De-icing/Anti-icing Operations', Chapter 1								
(06)		Explain that flight in known icing conditions is subject to limitations that are contained in Part B of the operations manual. Source: AMC4 ORO.MLR.100 'Operations manual — general'	X	X	X	X	X			
(07)		Explain where procedures and performances regarding flight in expected or actual icing conditions can be found. Source: AMC4 ORO.MLR.100 'Operations manual — general'	X	X	X	X	X			
071 02 03 00		Bird-strike risk								
071 02 03 01		Bird-strike risk and avoidance								
(01)		Explain that the presence of birds that constitute a potential hazard to aircraft operations is part of the pre-flight information. Source: ICAO Annex 15, 8.1 Pre-flight information	X	X	X	X	X			
(02)		Explain how information concerning the presence of birds observed by aircrews is made available to the aeronautical information service (AIS) for distribution as the circumstances dictate. Source: ICAO Annex 15, Chapter 8	X	X	X	X	X			
(03)		Explain that the Aeronautical Information Publication (AIP) Section En-route (ENR) 5.6 contains information regarding	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		bird migrations. Source: ICAO Annex 15, Appendix 1								
(04)		Explain significant data regarding bird strikes contained in ICAO Doc 9137 'Airport Services Manual'. Source: ICAO Doc 9137 'Airport Services Manual', Chapter 1	X	X	X	X	X			
(05)		Explain why birds constitute a hazard to aircraft (damage to probes, sensors, engines, windscreens, airframes, degradation in vision, etc.). Source: N/A, though history in ICAO Doc 9137, Chapter 1. For more information, refer to the EGAST safety promotion leaflet 'Bird strike, a European risk with local specificities', available at: www.easa.europa.eu/system/files/dfu/EGAST_GA6-bird-strikes-final.pdf	X	X	X	X	X			
(06)		Define the commander's responsibilities regarding the reporting of bird hazards and bird strikes. Source: Point CAT.GEN.MPA.105 'Responsibilities of the commander'	X	X	X	X	X			
(07)		State that birds tend to flock to areas where food is plentiful. Such areas include: rubbish (garbage) facilities; open sewage treatment works; recently ploughed land; as well as their natural habitats. Source: N/A	X	X	X	X	X			
071 02 04 00		Noise abatement								
071 02 04 01		Noise-abatement procedures								
(01)		Define the operator's responsibilities regarding the	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		establishment of noise-abatement procedures. <i>Source:</i> Point CAT.OP.MPA.130 'Noise abatement procedures — aeroplanes' Point CAT.OP.MPA.131 'Noise abatement procedures — helicopters'								
(02)		State the main purpose of noise-abatement departure procedure (NADP) 1 and NADP 2. <i>Source:</i> ICAO Doc 8168 'Procedures for Air Navigation Services — Aircraft Operations' (PANS-OPS), Volume 1, Part I, Section 7, Appendix to Chapter 3, 1.1	X	X	X	X	X			
(03)		State that the PIC/commander has the authority to decide not to execute an NADP if conditions preclude the safe execution of the procedure. <i>Source:</i> ICAO Doc 8168 'Procedures for Air Navigation Services — Aircraft Operations' (PANS-OPS), Volume 1, Part I, Section 7, Chapter 3, 3.2.1 General	X	X	X	X	X			
071 02 04 02		<i>Influence of the flight procedure (departure, cruise, approach)</i>								
(01)		List the main parameters for NADP 1 and NADP 2 (i.e. speeds, heights and configuration). <i>Source:</i> ICAO Doc 8168 'Procedures for Air Navigation Services — Aircraft Operations' (PANS-OPS), Volume 1, Part I, Section 7, Chapter 3, 3.3 and Appendix to Chapter 3	X	X						
(02)		State that a runway lead-in lighting system should be provided where it is desired to provide visual guidance along a specific approach path for noise-abatement purposes. <i>Source:</i> ICAO Annex 14, Volume 1, 5.3.7.1/Volume 2,	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
		5.3.4.1								
(03)		State that detailed information about noise-abatement procedures is to be found in Part 'Aerodromes' (AD), Sections 2 and 3 of the AIP. Source: ICAO Annex 15, Appendix 1	X	X	X	X	X			
071 02 04 03		<i>Influence by the pilot (power setting, low drag)</i>								
(01)		List the adverse operating conditions under which noise-abatement procedures in the form of reduced-power take-off should not be required Source: ICAO Doc 8168 'Procedures for Air Navigation Services — Aircraft Operations' (PANS-OPS), Volume 1, Part I, Section 3, Chapter 1, 1.2.3 Reduced power take-off	X	X						
(02)		List the adverse operating conditions under which noise-abatement procedures during approach should not be required. Source: ICAO Doc 8168 'Procedures for Air Navigation Services — Aircraft Operations' (PANS-OPS), Volume 1, Part I, Section 7, Chapter 2, 2.1 Noise preferential runways	X	X						
(03)		State the rule regarding the use of reverse thrust on landing. Source: ICAO Doc 8168 'Procedures for Air Navigation Services — Aircraft Operations' (PANS-OPS), Volume 1, Part I, Section 7, Chapter 3, 3.5 Aeroplane operating procedures — landing	X	X						
071 02 04 04		<i>Influence by the pilot (power setting, track of helicopter)</i>								
(01)		List the adverse operating conditions under which noise-abatement procedures in the form of reduced-power take-off should not be required.			X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(01)		Describe the problems and safety precautions in the event that brakes overheat after a heavy-weight landing or a rejected take-off.	X	X						
(02)		Explain the difference in the way steel and carbon brakes react to energy absorption and the operational consequences.	X	X						
071 02 06 00		Decompression of pressurised cabin								
071 02 06 01		<i>Slow decompression</i>								
(01)		Explain what can cause, and how to detect, a slow decompression or an automatic pressurisation system failure.	X	X						
(02)		Describe the actions required following a slow decompression.	X	X						
071 02 06 02		<i>Rapid and explosive decompression</i>								
(01)		Explain what can cause, and how to detect, a rapid or an explosive decompression.	X	X						
071 02 06 03		<i>Dangers and action to be taken</i>								
(01)		Describe the actions required following a rapid or explosive decompression.	X	X						
(02)		Describe the effects on aircraft occupants of a slow decompression and of a rapid or explosive decompression.	X	X						
071 02 07 00		Wind shear and microburst								
071 02 07 01		<i>Effects and recognition during departure and approach</i>								
(01)		Explain how to identify low-level wind shear.	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		<i>Source: ICAO Circular 186 'Wind Shear'</i>								
071 02 07 02		<i>Actions to avoid and actions to take when encountering wind shear</i>								
(01)		Describe the effects of wind shear and the actions required when wind shear is encountered at take-off and approach. <i>Source: ICAO Circular 186 'Wind Shear'</i>	X	X	X	X	X			
(02)		Describe the precautions to be taken when wind shear is suspected at take-off and approach. <i>Source: ICAO Circular 186 'Wind Shear'</i>	X	X	X	X	X			
(03)		Describe the effects of wind shear and the actions required following entry into a strong downdraft wind shear. <i>Source: ICAO Circular 186 'Wind Shear'</i>	X	X	X	X	X			
(04)		Describe a microburst and its effects. <i>Source: ICAO Circular 186 'Wind Shear'</i>	X	X	X	X	X			
071 02 08 00		Wake turbulence								
071 02 08 01		<i>Cause</i>								
(01)		Describe the term 'wake turbulence'. <i>Source: ICAO Doc 9426 'Air Traffic Services Planning Manual', Part II</i>	X	X	X	X	X			
(02)		Describe tip vortex circulation. <i>Source: ICAO Doc 9426 'Air Traffic Services Planning Manual', Part II</i>	X	X	X	X	X			
(03)		State when vortex generation begins and ends. <i>Source: ICAO Doc 9426 'Air Traffic Services Planning Manual', Part II</i>	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(04)		Describe vortex circulation on the ground with and without crosswind. Source: ICAO Doc 9426 'Air Traffic Services Planning Manual', Part II	X	X	X	X	X			
071 02 08 02		List of relevant parameters								
(01)		List the three main factors which, when combined, give the strongest vortices (heavy, clean, slow). Source: ICAO Doc 9426 'Air Traffic Services Planning Manual', Part II	X	X	X	X	X			
(02)		Describe the wind conditions which are worst for wake turbulence near the ground. Source: ICAO Doc 9426 'Air Traffic Services Planning Manual', Part II	X	X	X	X	X			
071 02 08 03		Actions to be taken when crossing traffic, during take-off and landing								
(01)		Describe the actions to be taken to avoid wake turbulence, specifically separations. Source: ICAO Doc 4444 'Procedures for Air Navigation Services — Air Traffic Management' (PANS-ATM), 5.8 Time-based wake turbulence longitudinal separation minima	X	X	X	X	X			
071 02 09 00		Security (unlawful events)								
071 02 09 01		ICAO Annex 17 and Regulation (EC) No 300/2008								
(01)		Define the following terms: 'aircraft security check', 'screening', 'security', 'security-restricted area', 'unidentified baggage'. Source: ICAO Annex 17, Chapter 1 Definitions	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(02)		State the objectives of security. Source: ICAO Annex 17, 2.1 Objectives	X	X	X	X	X			
071 02 09 02		Use of secondary surveillance radar (SSR)								
(01)		Describe the commander's responsibilities concerning notifying the appropriate ATS unit. Source: ICAO Annex 17, Attachment to Annex 17	X	X	X	X	X			
(02)		Describe the commander's responsibilities concerning operation of SSR. Source: ICAO Annex 17, Attachment to Annex 17	X	X	X	X	X			
(03)		Describe the commander's responsibilities concerning departing from assigned track or cruising level. Source: ICAO Annex 17, Attachment to Annex 17	X	X	X	X	X			
(04)		Describe the commander's responsibilities concerning the action required or being requested by an ATS unit to confirm SSR code and ATS interpretation response. Source: ICAO Annex 17, Attachment to Annex 17	X	X	X	X	X			
071 02 09 03		Security (Regulation (EC) No 300/2008 and ICAO Annex 17)								
(01)		Describe the relationship between Regulation (EC) No 300/2008 and ICAO Annex 17. Source: Regulation (EC) No 300/2008, Articles 1 and 2	X	X	X	X	X			
(02)		Explain the requirements regarding training programmes. Source: Regulation (EC) No 300/2008, Annex: 10 'In-flight security measures' and 11 'Staff recruitment and training'; ICAO Annex 17, 13.4 Training programmes	X	X	X	X	X			
(03)		State the requirements regarding reporting acts of unlawful	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		interference. Source: ICAO Annex 17, 13.5 Reporting acts of unlawful interference								
(04)		State the requirements regarding aircraft search procedures. Source: ICAO Annex 17: 4.3 Measures relating to aircraft; 5.1 Prevention; 13.3 Aeroplane search procedure checklist	X	X	X	X	X			
071 02 10 00		Emergency and precautionary landing, and ditching								
071 02 10 01		Descriptions								
(01)		Describe the meaning of: 'ditching', 'precautionary landing', and 'emergency landing'.	X	X	X	X	X			
(02)		Describe a ditching procedure.	X	X	X	X	X			
(03)		Describe a precautionary landing procedure.	X	X	X	X	X			
(04)		Describe an emergency landing procedure.	X	X	X	X	X			
(05)		Explain the factors to be considered when deciding to conduct a precautionary/emergency landing or ditching.	X	X	X	X	X			
071 02 10 02		Cause								
(01)		List some circumstances that may require a ditching, a precautionary landing or an emergency landing.	X	X	X	X	X			
071 02 10 03		Passenger information								
(01)		Describe the briefing to be given to passengers before conducting a precautionary/emergency landing or ditching	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		(including evacuation). Source: AMC1 CAT.OP.MPA.170 ‘Passenger briefing’								
071 02 10 04		Action after a precautionary/emergency landing or ditching								
(01)		Describe the actions and responsibilities of crew members after landing.	X	X	X	X	X			
071 02 10 05		Evacuation								
(01)		Explain why the aircraft must be stopped and the engine(s) shut down before launching an emergency evacuation.	X	X	X	X	X			
(02)		Explain the CS-25 requirements regarding evacuation procedures. Source: CS 25.803 and Appendix J	X	X						
071 02 11 00		Fuel jettisoning								
071 02 11 01		Safety aspects								
(01)		Explain why an aircraft may need to jettison fuel so as to reduce its landing mass in order to make a safe landing. Source: ICAO Doc 4444 ‘Procedures for Air Navigation Services — Air Traffic Management’ (PANS-ATM), 15.5.3 Fuel dumping	X	X						
(02)		Explain that when an aircraft that operates within controlled airspace needs to jettison fuel, the flight crew shall coordinate with ATC the following: — route to be flown which, if possible, should be clear of cities and towns, preferably over water and away from areas where thunderstorms have been reported or are expected; — the flight level to be used, which should be not less	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		<p>than 1 800 m (6 000 ft); and</p> <p>— the duration of fuel jettisoning.</p> <p>Source: ICAO Doc 4444 ‘Procedures for Air Navigation Services — Air Traffic Management’ (PANS-ATM), 15.5.3 Fuel dumping</p>								
(03)		<p>Explain how flaps and slats may adversely affect fuel jettisoning.</p> <p>Source: CS 25.1001 Fuel jettisoning system</p>	X	X						
071 02 11 02		Requirements								
(01)		<p>Explain why a fuel-jettisoning system must be capable of jettisoning enough fuel within 15 minutes.</p> <p>Source: CS 25.1001 Fuel jettisoning system</p>	X	X						
071 02 12 00		Transport of dangerous goods by air								
071 02 12 01		ICAO Annex 18 (4th Edition, July 2011)								
(01)		<p>Define the following terms:</p> <p>‘dangerous goods’, ‘dangerous goods accident’, ‘dangerous goods incident’, ‘exemption’, ‘incompatible’, ‘packaging’, ‘UN number’.</p> <p>Source: ICAO Annex 18, Chapter 1 Definitions</p>	X	X	X	X	X			
(02)		<p>Explain that detailed provisions for the transport of dangerous goods by air are contained in the Technical Instructions for the Safe Transport of Dangerous Goods by Air.</p> <p>Source:</p> <p>ICAO Doc 9284 ‘Technical Instructions For The Safe Transport of Dangerous Goods by Air’;</p>	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		ICAO Annex 18, Chapter 2, 2.2.1								
(03)		State that in the event of an in-flight emergency, the pilot-in-command must inform the ATC of the transport of dangerous goods by air. Source: ICAO Annex 18, Chapter 9, 9.5	X	X	X	X	X			
071 02 12 02		Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Doc 9284)								
(01)		Explain the principle of dangerous goods compatibility and segregation. Source: ICAO Doc 9284 ‘Technical Instructions For The Safe Transport of Dangerous Goods by Air’	X	X	X	X	X			
(02)		Explain the special requirements for the loading of radioactive materials. Source: ICAO Doc 9284 ‘Technical Instructions For The Safe Transport of Dangerous Goods by Air’	X	X	X	X	X			
(03)		Explain the use of the dangerous goods list. Source: ICAO Doc 9284 ‘Technical Instructions For The Safe Transport of Dangerous Goods by Air’	X	X	X	X	X			
(04)		Identify the labels. Source: ICAO Doc 9284 ‘Technical Instructions For The Safe Transport of Dangerous Goods by Air’	X	X	X	X	X			
071 02 12 03		Regulation (EU) No 965/2012 — Annex IV (Part-CAT) and Annex V (Part-SPA)								
(01)		Explain the terminology relevant to dangerous goods. Source: Point SPA.DG.100 ‘Transport of dangerous goods’;	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/ IR	ATPL	CPL			
		Point SPA.DG.105 'Approval to transport dangerous goods'; Point SPA.DG.110 'Dangerous goods information and documentation'								
(02)		Explain the scope of that Regulation. Source: Point CAT.GEN.MPA.200 'Transport of dangerous goods'	X	X	X	X	X			
(03)		Explain why the transport of dangerous goods by air is subject to operator approval. Source: Point SPA.DG.100 'Transport of dangerous goods'; AMC1 ARO.OPS.200 'Specific approval procedure'								
(04)		Explain the limitations on the transport of dangerous goods by air. Source: Point SPA.DG.100 'Transport of dangerous goods'; Point SPA.DG.105 'Approval to transport dangerous goods'; Point SPA.DG.110 'Dangerous goods information and documentation'	X	X	X	X	X			
(05)		Explain the requirements for the acceptance of dangerous goods. Source: Point SPA.DG.110 'Dangerous goods information and documentation'; AMC1 SPA.DG.110(b) 'Dangerous goods information and documentation'	X	X	X	X	X			
(06)		Explain the requirements regarding inspection for damage, leakage or contamination.	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		Source: Point SPA.DG.105 'Approval to transport dangerous goods'; AMC1 SPA.DG.110(b) 'Dangerous goods information and documentation': (a)(1)								
(07)		Explain the requirement for the provision of information to flight crew. Source: Point SPA.DG.110 'Dangerous goods information and documentation'; AMC1 SPA.DG.110(a);(b) 'Dangerous goods information and documentation'	X	X	X	X	X			
(08)		Explain the requirements for dangerous goods incident and accident reports. Source: Point CAT.GEN.MPA.200 'Transport of dangerous goods'	X	X	X	X	X			
(09)		State that some articles and substances, which would otherwise be classed as dangerous goods, can be exempted if they are part of the aircraft equipment, or required for use during aeromedical flights. Source: Point CAT.GEN.MPA.200 'Transport of dangerous goods'; ICAO Doc 9284 'Technical Instructions For The Safe Transport of Dangerous Goods by Air', 2.2 Exceptions for dangerous goods of the operator	X	X	X	X	X			
(10)		Explain why some articles and substances may be forbidden for transport by air. Source: Point CAT.GEN.MPA.200 'Transport of dangerous goods'; ICAO Doc 9284 'Technical Instructions For The Safe	X	X	X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(01)		Identify the difference between friction coefficient and estimated surface friction. Source: ICAO Annex 15, Appendix 2	X	X						
(02)		State that when estimated surface friction is 4 or 5, the expected braking action is good. Source: ICAO Annex 15, Appendix 2	X	X						
071 02 13 03		Hydroplaning principles and effects								
(01)		Define the different types of hydroplaning. Source: NASA TM-85652 — Tire friction performance	X	X						
(02)		Compute the two dynamic hydroplaning speeds using the following formulas: — spin-down speed (rotating tire) (kt) = 9 square root (pressure in PSI) — spin-up speed (non-rotating tire) (kt) = 7.7 square root (pressure in PSI). Source: NASA TM-85652 — Tire friction performance	X	X						
(03)		State that it is the spin-up speed rather than the spin-down speed which represents the actual tire situation for aircraft touchdown on flooded runways. Source: NASA TM-85652 — Tire friction performance	X	X						
071 02 13 04		Intentionally left blank								
071 02 13 05		SNOWTAM and contamination on the aerodrome								
(01)		Interpret from a SNOWTAM the contamination and braking action on a runway, taxiways and apron. Source: ICAO Annex 15, Appendix 2	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(02)		Explain which hazards can be identified from the SNOWTAM/METAR and how to mitigate them.	X	X	X	X	X			
071 02 14 00		Rotor downwash								
071 02 14 01		Describe downwash								
(01)		Describe the downwash.			X	X	X			
071 02 14 02		Effects								
(01)		Explain its effects: soil erosion, water dispersal and spray, recirculation, damage to property, loose articles.			X	X	X			
071 02 15 00		Operation influence by meteorological conditions (helicopter)								
071 02 15 01		White-out/sand/dust								
(01)		Give the definition of 'white-out'.			X	X	X			
(02)		Describe loss of spatial orientation.			X	X	X			
(03)		Describe take-off and landing techniques.			X	X	X			
071 02 15 02		Strong winds								
(01)		Describe blade sailing.			X	X	X			
(02)		Describe wind operating envelopes.			X	X	X			
(03)		Describe vertical speed problems.			X	X	X			
071 02 15 03		Mountain environment								
(01)		Describe constraints associated with mountain environment.			X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(01)		Describe recovery actions.			X	X	X			
071 03 01 08		<i>Overspeed: rotor/engine</i>								
(01)		Describe overspeed control.			X	X	X			
071 03 01 09		<i>Dynamic rollover</i>								
(01)		Describe potential conditions for this event and recovery action.			X	X	X			
071 03 01 10		<i>Mast bumping</i>								
(01)		Describe potential conditions of the 'conducive to' and 'avoidance of' effect.			X	X	X			
071 04 01 00		SPECIALISED OPERATIONS (Regulation (EU) No 965/2012 on air operations, as amended)								
071 04 01 01		<i>Additional requirements for commercial specialised operations and CAT operations (Annex III (Part-ORO), Subpart FC, Section 3)</i>								
(01)		Explain the requirements related to flight crew recurrent training and checking and operator proficiency check. Source: Point ORO.FC.330 'Recurrent training and checking — operator proficiency check'	X	X	X	X	X			
071 04 01 02		<i>General requirements (Annex VIII (Part-SPO), Subpart A)</i>								
(01)		Explain the task specialist's responsibilities. Source: Point SPO.GEN.106 'Task specialists responsibilities'	X	X	X	X	X			
071 04 01 03		<i>Helicopter external sling load operations (HESLO) (Annex VIII (Part-SPO), Subpart E)</i>			X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(01)		<p>Explain the standard operating procedures and equipment requirements.</p> <p>Source: Point SPO.SPEC.HEC.100 'Standard operating procedures' and related AMCs/GM; Point SPO.SPEC.HEC.105 'Specific HEC equipment' and related AMCs/GM</p>			X	X	X			
071 04 01 04		<p>Human external cargo operations (HEC) (Annex VIII (Part-SPO), Subpart E)</p>			X	X	X			
(01)		<p>Explain the standard operating procedures and equipment requirements.</p> <p>Source: Point SPO.SPEC.HEC.100 'Standard operating procedures' and related AMCs/GM; Point SPO.SPEC.HEC.105 'Specific HEC equipment' and related AMCs/GM</p>			X	X	X			

Appendix to Annex I to ED Decision 2018/001/R

**'Acceptable Means of Compliance (AMCs) and Guidance Material (GM) to Part-FCL
Amendment 3'**

Appendix

'SUBJECT 081 — PRINCIPLES OF FLIGHT — AEROPLANES'

to

AMC1 FCL.310; FCL.515(b); FCL.615(b)

'Theoretical knowledge examinations'

SUBJECT 081 — PRINCIPLES OF FLIGHT — AEROPLANES

(1) The following standard symbols and their corresponding meanings are used for certain mathematical operations:

*	multiplication
≥	greater than or equal to
≤	less than or equal to
SQRT(...)	square root of the function, symbol or number in round brackets

- (2) Normally, it should be assumed that the effect of a variable under review is the only variation that needs to be addressed, unless specifically stated otherwise.
- (3) Candidates are expected in simple calculations to be able to convert knots (kt) into metres/second (m/s), and know the appropriate conversion factors by heart.
- (4) In the subsonic range, as covered under Subject 081 01, compressibility effects normally are not considered, unless specifically mentioned.
- (5) For those questions related to propellers (Subject 081 07), as a simplification of the physical reality, the inflow speed into the propeller plane is taken as the aeroplane's true airspeed (TAS).
- (6) In addition, when discussing propeller rotational direction, it will always be specified as seen from behind the propeller plane.
- (7) Note that the term 'mass' is used to describe a quantity of matter, and 'weight' when describing the force. However, the term 'weight' is normally used in aviation to colloquially describe 'mass'. The professional pilot should always note the units to determine whether the term 'weight' is being used to describe a force (e.g. unit newton) or quantity of matter (e.g. unit kilogram).

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
080 00 00 00		PRINCIPLES OF FLIGHT								
081 00 00 00		PRINCIPLES OF FLIGHT — AEROPLANES								
081 01 00 00		SUBSONIC AERODYNAMICS								
081 01 01 00		Basics, laws and definitions								
081 01 01 01		<i>Laws and definitions</i>								
(01)		List the international system of units of measurement (SI) for mass, acceleration, weight, velocity, energy, density, temperature, pressure, force, wing loading, and power.	X	X						
(02)	X	Define ‘mass’, ‘force’, ‘acceleration’, and ‘weight’.	X	X						
(03)		State and interpret Newton’s three laws of motion.	X	X						
(04)	X	Explain air density.	X	X						
(05)	X	List the atmospheric properties that effect air density.	X	X						
(06)		Explain how temperature and pressure changes affect air density.	X	X						
(07)	X	Define ‘static pressure’.	X	X						
(08)	X	Define ‘dynamic pressure’.	X	X						
(09)	X	State the formula for ‘dynamic pressure’.	X	X						
(10)		Describe dynamic pressure in terms of an indication of the energy in the system, and how it is related to indicated airspeed (IAS) and air density for a given altitude and speed.	X	X						
(11)		State Bernoulli’s equation for incompressible flow.	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(12)		Define 'total pressure' and explain that the total pressure differs in different systems.	X	X						
(13)		Apply Bernoulli's equation to flow through a venturi stream tube for incompressible flow.	X	X						
(14)		Describe how IAS is acquired from the pitot static system.	X	X						
(15)		Describe the relationship between density, temperature, and pressure for air.	X	X						
(16)		Explain the equation of continuity and its application to the flow through a stream tube.	X	X						
(17)	X	Define 'IAS', 'CAS', 'EAS', and 'TAS'.	X	X						
081 01 01 02		Basics of airflow								
(01)	X	Describe steady and unsteady airflow.	X	X						
(02)	X	Explain the concept of a streamline and a stream tube.	X	X						
(03)	X	Describe and explain airflow through a stream tube.	X	X						
(04)	X	Explain the difference between two- and three-dimensional airflow.	X	X						
081 01 01 03		Aerodynamic forces on aerofoils								
(01)		Describe the originating point and direction of the resultant force caused by the pressure distribution around an aerofoil.	X	X						
(02)	X	Resolve the resultant force into the components 'lift' and 'drag'.	X	X						
(03)		Describe the direction of lift and drag.	X	X						
(04)	X	Define the 'aerodynamic moment'.	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(01)	X	Describe the following parameter of a wing: span.	X	X						
(02)	X	Describe the following parameter of a wing: tip and root chord.	X	X						
(03)		Describe the following parameter of a wing: taper ratio.	X	X						
(04)	X	Describe the following parameter of a wing: wing area.	X	X						
(05)		Describe the following parameter of a wing: wing planform.	X	X						
(06)	X	Describe the following parameter of a wing: mean geometric chord.	X	X						
(07)		Describe the following parameter of a wing: mean aerodynamic chord (MAC).	X	X						
(08)		Describe the following parameter of a wing: aspect ratio.	X	X						
(09)	X	Describe the following parameter of a wing: dihedral angle.	X	X						
(10)	X	Describe the following parameter of a wing: sweep angle.	X	X						
(11)	X	Describe the following parameter of a wing: wing twist, geometric and aerodynamic.	X	X						
(12)		Describe the following parameter of a wing: angle of incidence. <i>Remark: In certain textbooks, angle of incidence is used as angle of attack (α). For Part-FCL theoretical knowledge examination purposes, this use is discontinued, and the angle of incidence is defined as the angle between the aeroplane longitudinal axis and the wing-root chord line.</i>	X	X						
081 01 02 00		Two-dimensional airflow around an aerofoil								
081 01 02 01		Streamline pattern								
(01)	X	Describe the streamline pattern around an aerofoil.	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(02)		Describe converging and diverging streamlines, and their effect on static pressure and velocity.	X	X						
(03)	X	Describe upwash and downwash.	X	X						
081 01 02 02		Stagnation point								
(01)		Describe the stagnation point.	X	X						
(02)		Describe the movement of the stagnation point as the α changes.	X	X						
081 01 02 03		Pressure distribution								
(01)		Describe pressure distribution and local speeds around an aerofoil including effects of camber and α .	X	X						
(02)		Describe where the minimum local static pressure is typically situated on an aerofoil.	X	X						
081 01 02 04		Centre of pressure (CP) and aerodynamic centre (AC)								
(01)		Explain CP and AC.	X	X						
081 01 02 05		Intentionally left blank								
081 01 02 06		Drag and wake								
(01)	X	List two physical phenomena that cause drag.	X	X						
(02)		Describe skin friction drag.	X	X						
(03)		Describe form (pressure) drag.	X	X						
(04)	X	Explain why drag and wake cause loss of energy (momentum).	X	X						
081 01 02 07		Influence of angle of attack (α)								
(01)		Explain the influence of α on lift.	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
081 01 02 08		<i>Intentionally left blank</i>								
081 01 02 09		<i>The lift coefficient (C_L) – angle of attack (α) graph</i>								
(01)		Describe the C_L - α graph.	X	X						
(02)		Explain the significant points: — point where the curve crosses the horizontal axis (zero lift); — point where the curve crosses the vertical axis ($\alpha = 0$); — point where the curve reaches its maximum (C_{LMAX}).	X	X						
081 01 03 00		<i>Coefficients</i>								
081 01 03 01		<i>General use of coefficients</i>								
(01)	X	Explain why coefficients are used in general.	X	X						
081 01 03 02		<i>The lift coefficient (C_L)</i>								
(01)		Explain the lift formula, the factors that affect lift, and perform simple calculations.	X	X						
(02)		Describe the effect of camber on the C_L - α graph (symmetrical and positively/negatively cambered aerofoils).	X	X						
(03)		Describe the typical difference in the C_L - α graph for fast and slow aerofoil design.	X	X						
(04)	X	Define ' C_{LMAX} ' (maximum lift coefficient) and ' α_{CRIT} ' (stalling α) on the graph.	X	X						
(05)		Describe C_L and explain the variables that affect it in low subsonic flight.	X	X						
081 01 03 03		<i>Drag</i>								
(01)		Describe the two-dimensional drag formula and perform simple	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		calculations.								
(02)		Discuss the effect of the shape of a body, cross-sectional area, and surface roughness on the drag coefficient.	X	X						
081 01 04 00		Three-dimensional airflow around an aeroplane								
081 01 04 01		Angle of attack (α)								
(01)	X	Define 'angle of attack' (α). <i>Remark: For theoretical knowledge examination purposes, the angle-of-attack definition requires a reference line. This reference line for 3D has been chosen to be the longitudinal axis and for 2D the chord line.</i>	X	X						
(02)		Explain the difference between the α and the attitude of an aeroplane.	X	X						
081 01 04 02		Streamline pattern								
(01)		Describe the general streamline pattern around the wing, tail section, and fuselage.	X	X						
(02)		Explain and describe the causes of spanwise flow over top and bottom surfaces.	X	X						
(03)		Describe wing tip vortices and their contribution to downwash behind the wing.	X	X						
(04)		Explain why wing tip vortices vary with α .	X	X						
(05)		Describe spanwise lift distribution including the effect of wing planform.	X	X						
(06)		Describe the causes, distribution and duration of the wake turbulence behind an aeroplane.	X	X						
(07)		Describe the influence of flap deflection on the wing tip vortex.	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(08)		Describe the parameters that influence wake turbulence.	X	X						
081 01 04 03		Induced drag								
(01)		Explain the factors that cause induced drag.	X	X						
(02)		Describe the approximate formula for the induced drag coefficient (including variables but excluding constants).	X	X						
(03)		Describe the relationship between induced drag and total drag in straight and level flight with variable speed.	X	X						
(04)		Describe the effect of mass on induced drag at a given IAS.	X	X						
(05)		Describe the means to reduce induced drag: <ul style="list-style-type: none"> — aspect ratio; — winglets; — tip tanks; — wing twist; — camber change. 	X	X						
(06)		Describe the influence of lift distribution on induced drag.	X	X						
(07)		Describe the influence of downwash on the effective airflow.	X	X						
(08)		Explain induced and effective local α .	X	X						
(09)		Explain the influence of the induced α on the direction of the lift vector.	X	X						
(10)		Explain the relationship between induced drag and: <ul style="list-style-type: none"> — speed; — aspect ratio; — wing planform; — bank angle in a horizontal coordinated turn. 	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(11)		Explain the induced drag coefficient and its relationship with the lift coefficient and aspect ratio.	X	X						
(12)		Explain the influence of induced drag on: <ul style="list-style-type: none"> — the C_L-α graph, and show the effect on the graph when comparing high- and low-aspect ratio wings; — the C_L-C_D (aeroplane polar), and show the effect on the graph when comparing high- and low-aspect ratio wings; — the parabolic aeroplane polar in a graph and as a formula [$C_D = C_{PD} + kC_L^2$], where C_D = coefficient of drag and C_{PD} = coefficient of parasite drag. 	X	X						
(13)		Describe the C_L - C_D graph (polar).	X	X						
(14)		Indicate minimum drag on the graph.	X	X						
(15)		Explain why the C_L - C_D ratio is important as a measure of performance.	X	X						
(16)	X	State the normal values of C_L - C_D .	X	X						
081 01 05 00		Total drag								
081 01 05 01		Total drag in relation to parasite drag and induced drag								
(01)	X	State that total drag consists of parasite drag and induced drag.	X	X						
081 01 05 02		Parasite drag								
(01)		Describe the types of drag that are included in parasite drag.	X	X						
(02)		Describe form (pressure) drag and the factors which affect its magnitude.	X	X						
(03)		Describe interference drag and the factors which affect its magnitude.	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
081 01 06 01		<i>Influence of ground effect</i>								
(01)		Explain the influence of ground effect on wing tip vortices, downwash, airflow pattern, lift, and drag.	X	X						
(02)		Describe the influence of ground effect on induced α and the coefficient of induced drag (C_{Di}).	X	X						
(03)		Explain the effects of entering and leaving ground effect.	X	X						
081 01 06 02		<i>Effect on stalling angle of attack (α_{CRIT})</i>								
(01)		Describe the influence of ground effect on α_{CRIT} .	X	X						
081 01 06 03		<i>Effect on lift coefficient (C_L)</i>								
(01)		Describe the influence of ground effect on the effective α and C_L .	X	X						
081 01 06 04		<i>Effect on take-off and landing characteristics of an aeroplane</i>								
(01)		Describe the influence of ground effect on take-off and landing characteristics and performance of an aeroplane.	X	X						
(02)		Describe the difference in take-off and landing characteristics of high- and low-wing aeroplanes.	X	X						
081 01 07 00		The relationship between lift coefficient and speed in steady, straight, and level flight								
081 01 07 01		<i>Represented by an equation</i>								
(01)		Explain the effect on C_L during speed increase/decrease in steady, straight, and level flight, and perform simple calculations.	X	X						
081 01 07 02		<i>Represented by a graph</i>								
(01)		Explain, by using a graph, the effect on speed of C_L changes at a	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		given weight.								
081 01 08 00		Intentionally left blank								
081 01 09 00		C_{LMAX} augmentation								
081 01 09 01		<i>Trailing-edge flaps and the reasons for their use in take-off and landing</i>								
(01)		From the given relevant diagrams, describe or identify the following types of trailing-edge flaps: <ul style="list-style-type: none"> — split flaps; — plain flaps; — slotted flaps; — Fowler flaps. 	X	X						
(02)		Describe how the wing's effective camber increases the C_L and C_D , and the reasons why this can be beneficial.	X	X						
(03)		Describe their effect on: <ul style="list-style-type: none"> — the location of CP; — pitching moments (due to wing CP movement); — stall speed. 	X	X						
(04)		Compare their influence on the C_L - α graph: <ul style="list-style-type: none"> — indicate the variation in C_L at any given α; — indicate their effect on C_{LMAX}; — indicate their effect on critical α; — indicate their effect on the α at a given C_L. 	X	X						
(05)		Compare their influence on the C_L - C_D graph: <ul style="list-style-type: none"> — indicate how the $(C_L/C_D)_{MAX}$ differs from that of a clean wing. 	X	X						
(06)		Explain the influence of trailing-edge flap deflection on the	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		glide angle.								
(07)		Describe flap asymmetry: — explain the effect on aeroplane controllability.	X	X						
(08)		Describe trailing-edge flap effect on take-off and landing: — explain the advantages of lower-nose attitudes; — explain why take-off and landing speeds/distances are reduced.	X	X						
(09)		Explain the effects of flap-setting errors, such as mis-selection and premature/late extension or retraction of flaps, on: — take-off and landing distance and speeds; — climb and descent performance; — stall buffet margins.	X	X						
081 01 09 02		<i>Leading-edge devices and the reasons for their use in take-off and landing</i>								
(01)		From the given relevant diagrams, describe or identify the different types of leading-edge high-lift devices: — Krueger flaps; — variable camber flaps; — slats.	X	X						
(02)		Describe the function of the slot.	X	X						
(03)		Describe how the wing's effective camber increases with a leading-edge flap.	X	X						
(04)		Explain the effect of leading-edge flaps on the stall speed, also in comparison with trailing-edge flaps.	X	X						
(05)		Compare their influence on the C_L - α graph, compared with trailing-edge flaps and a clean wing: — indicate the effect of leading-edge devices on C_{LMAX} ;	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		<ul style="list-style-type: none"> — explain how the C_L curve differs from that of a clean wing; — indicate the effect of leading-edge devices on α_{CRIT}. 								
(06)		Compare their influence on the C_L - C_D graph.	X	X						
(07)		Describe slat asymmetry: <ul style="list-style-type: none"> — describe the effect on aeroplane controllability. 	X	X						
(08)		Explain the reasons for using leading-edge high-lift devices on take-off and landing: <ul style="list-style-type: none"> — explain the disadvantage of increased nose-up attitudes; — explain why take-off and landing speeds/distances are reduced. 	X	X						
081 01 09 03		Vortex generators								
(01)		Explain the purpose of vortex generators.	X	X						
(02)		Describe the basic operating principle of vortex generators.	X	X						
(03)		State their advantages and disadvantages.	X	X						
081 01 10 00		Means to reduce the C_L-C_D ratio								
081 01 10 01		Spoilers and the reasons for their use in the different phases of flight								
(01)		Describe the aerodynamic functioning of spoilers: <ul style="list-style-type: none"> — roll spoilers; — flight spoilers (speed brakes); — ground spoilers (lift dumpers). 	X	X						
(02)		Describe the effect of spoilers on the C_L - α graph and stall speed.	X	X						
(03)		Describe the influence of spoilers on the C_L - C_D graph and lift-drag ratio.	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
081 01 10 02		<i>Speed brakes and the reasons for their use in the different phases of flight</i>								
(01)		Describe speed brakes and the reasons for using them in the different phases of flight.	X	X						
(02)		State their influence on the C_L - C_D graph and lift-drag ratio.	X	X						
(03)		Explain how speed brakes increase parasite drag.	X	X						
(04)		Describe how speed brakes affect the minimum drag speed.	X	X						
(05)		Describe their effect on rate and angle of descent.	X	X						
081 01 11 00		<i>Intentionally left blank</i>								
081 01 12 00		Aerodynamic degradation								
081 01 12 01		<i>Ice and other contaminants</i>								
(01)		Describe the locations on an aeroplane where ice build-up will occur during flight.	X	X						
(02)		Explain the aerodynamic effects of ice and other contaminants on: — lift (maximum C_L); — drag; — stall speed; — α_{CRIT} ; — stability and controllability.	X	X						
(03)		Explain the aerodynamic effects of icing during take-off.	X	X						
081 01 12 02		<i>Deformation and modification of airframe, ageing aeroplanes</i>								
(01)		Describe the effect of airframe deformation and modification of an ageing aeroplane on aeroplane performance.	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(02)		Explain the effect on boundary layer condition of an ageing aeroplane.	X	X						
081 02 00 00		HIGH-SPEED AERODYNAMICS								
081 02 01 00		Speeds								
081 02 01 01		<i>Speed of sound</i>								
(01)	X	Define 'speed of sound'.	X							
(02)		Explain the variation of the speed of sound with altitude.	X							
(03)		Explain the influence of temperature on the speed of sound.	X							
081 02 01 02		<i>Mach number</i>								
(01)		Define 'Mach number' as a function of TAS and speed of sound.	X							
081 02 01 03		<i>Influence of temperature and altitude on Mach number</i>								
(01)		Explain the absence of change of Mach number with varying temperature at constant flight level and calibrated airspeed.	X							
(02)		Explain the relationship between Mach number, TAS and IAS during climb and descent at constant Mach number and IAS, and explain variation of lift coefficient, α , pitch and flight-path angle.	X							
(03)		Explain: <ul style="list-style-type: none"> — risk of exceeding the maximum operation speed (V_{MO}) when descending at constant Mach number; — risk of exceeding the maximum operating Mach number (M_{MO}) when climbing at constant IAS; — risk of a low-speed stall at high altitude when climbing at a too low Mach number. 	X							

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
081 02 01 04		Compressibility								
(01)		State that compressibility means that density can change along a streamline, and that this occurs in the high subsonic, transonic, and supersonic flow.	X							
(02)	X	State that compressibility negatively affects the pressure gradient, leading to an overall reduction of the C_L .	X							
(03)	X	State that Mach number is a measure of compressibility.	X							
(04)		Describe that compressibility increases low-speed stall speed and decreases α_{CRIT} .	X							
081 02 01 05		Subdivision of aerodynamic flow								
(01)	X	List the subdivision of aerodynamic flow: — subsonic flow; — transonic flow; — supersonic flow.	X							
(02)		Describe the characteristics of the flow regimes listed above.	X							
(03)		Explain why some transport aeroplanes normally cruise at Mach numbers above the critical Mach number (M_{CRIT}), but below the divergence Mach number ($M_{DRAG DIVERGENCE}$).	X							
081 02 02 00		Shock waves								
081 02 02 01		Definition of shock wave								
(01)	X	Define a 'shock wave'.	X							
081 02 02 02		Normal shock waves								
(01)		Describe a normal shock wave with respect to changes in: — static temperature;	X							

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		<ul style="list-style-type: none"> — static and total pressure; — velocity; — local speed of sound; — Mach number; — density. 								
(02)		Describe a normal shock wave with respect to orientation relative to the wing surface.	X							
(03)		Explain the influence of increasing Mach number on a normal shock wave, at positive lift, with respect to: <ul style="list-style-type: none"> — strength; — length; — position relative to the wing; — second shock wave at the lower surface. 	X							
(04)		Explain the influence of α on shock-wave intensity and shock-wave location at constant Mach number.	X							
081 02 03 00		Effects of exceeding the critical Mach number (M_{CRIT})								
081 02 03 01		Critical Mach number (M_{CRIT})								
(01)		Define ' M_{CRIT} '.	X							
(02)		Explain how a change in α , aeroplane weight, manoeuvres, and centre-of-gravity (CG) position influences M_{CRIT} .	X							
081 02 03 02		Effect on lift								
(01)		Describe the behaviour of C_L versus Mach number at constant α .	X							
(02)		Explain the consequences of exceeding M_{CRIT} with respect to C_L and C_{LMAX} .	X							

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(03)		Explain the change in stall indicated airspeed (IAS) with altitude.	X							
(04)		Discuss the effect on α_{CRIT} .	X							
(05)		Explain the advantages of slightly exceeding M_{CRIT} in aeroplanes with supercritical aerofoils with respect to: <ul style="list-style-type: none"> — speed versus drag ratio; — specific range; — optimum altitude. 								
081 02 03 03		Effect on drag								
(01)		Describe wave drag.	X							
(02)		Describe the behaviour of C_D versus Mach number at constant α .	X							
(03)		Explain the effect of Mach number on the C_L - C_D graph.	X							
(04)		Describe the effects and hazards of exceeding $M_{DRAG DIVERGENCE}$, namely: <ul style="list-style-type: none"> — drag rise; — instability; — Mach tuck; — shock stall. 	X							
(05)		State the relation between M_{CRIT} and $M_{DRAG DIVERGENCE}$.	X							
081 02 03 04		Effect on pitching moment								
(01)		Discuss the effect of Mach number on the CP location.	X							
(02)		Describe the overall change in pitching moment from M_{CRIT} to $M_{DRAG DIVERGENCE}$ and explain the 'tuck under' or 'Mach tuck' effect.	X							

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(03)	X	State the requirement for a Mach trim system to compensate for the effect of the CP movement and 'tuck under' effect.	X							
(04)	X	Discuss the aerodynamic functioning of the Mach trim system.	X							
(05)		Discuss the corrective measures if the Mach trim fails.	X							
081 02 03 05		<i>Effect on control effectiveness</i>								
(01)		Discuss the effects on the functioning of control surfaces.	X							
081 02 04 00		<i>Intentionally left blank</i>								
081 02 05 00		Means to influence critical Mach number (M_{CRIT})								
081 02 05 01		<i>Wing sweep</i>								
(01)		Explain the influence of the angle of sweep on: <ul style="list-style-type: none"> — M_{CRIT}; — effective thickness/chord change or velocity component perpendicular to the quarter chord line. 	X							
(02)		Describe the influence of the angle of sweepback at subsonic speed on: <ul style="list-style-type: none"> — C_{LMAX}; — efficiency of and requirement for high-lift devices; — pitch-up stall behaviour. 	X							
(03)		Discuss the effect of wing sweepback on drag.	X							
081 02 05 02		<i>Aerofoil shape</i>								
(01)		Explain the use of thin aerofoils with reduced camber.	X							
(02)		Explain the main purpose of supercritical aerofoils.	X							
(03)	X	Identify the shape characteristics of a supercritical aerofoil	X							

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		shape.								
(04)		Explain the advantages and disadvantages of supercritical aerofoils for wing design.	X							
081 02 05 03		Vortex generators								
(01)		Explain the use of vortex generators as a means to avoid or restrict flow separation caused by the presence of a normal shock wave.	X							
081 03 00 00		Stall, shock stall, and upset prevention and recovery								
081 03 01 00		The stall								
081 03 01 01		Flow separation at increasing α								
(01)	X	Define the 'boundary layer'.	X	X						
(02)	X	Describe the thickness of a typical laminar and turbulent boundary layer.	X	X						
(03)		Describe the properties, advantages and disadvantages of the laminar boundary layer.	X	X						
(04)		Describe the properties, advantages and disadvantages of the turbulent layer.	X	X						
(05)		Define the 'transition point'.	X	X						
(06)		Explain why the laminar boundary layer separates easier than the turbulent layer does.	X	X						
(07)		Describe why the airflow over the aft part of a wing slows down as the α increases.	X	X						
(08)		Define the 'separation point' and describe its location as a function of α .	X	X						
(09)	X	Define α_{CRIT} .	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(10)		Describe in straight and level flight the influence of increasing the α on: <ul style="list-style-type: none"> — the forward stagnation point; — the pressure distribution; — the CP location (straight and swept-back wing); — C_L; — C_D and D (drag); — the pitching moment (straight and swept-back wing). 	X	X						
(11)		Explain what causes the possible natural buffet on the controls and on the aeroplane in a pre-stall condition.	X	X						
(12)		Describe the effectiveness of the flight controls in a pre-stall condition.	X	X						
(13)		Describe and explain the normal post-stall behaviour of a straight-wing aeroplane.	X	X						
(14)		Describe the effect and dangers of using the controls close to the stall.	X	X						
081 03 01 02		The stall speed								
(01)		Explain V_{S0} , V_{S1} , V_{SR} , and V_{S1G} .	X	X						
(02)		Solve V_{S1G} from the lift formula given varying C_L .	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(03)		Describe and explain the influence of the following parameters on stall speed: — CG; — thrust component; — slipstream; — wing loading; — mass; — wing contamination; — angle of sweep; — altitude (for compressibility effects, see 081 02 03 02).	X	X						
(04)	X	Define the 'load factor n'.	X	X						
(05)		Explain why the load factor increases in a turn.	X	X						
(06)		Explain why the load factor increases in a pull-up and decreases in a push-over manoeuvre.	X	X						
(07)		Describe and explain the influence of the 'load factor n' on stall speed.	X	X						
(08)	X	Explain the expression 'accelerated stall'. <i>Remark: Sometimes, accelerated stall is also erroneously referred to as high-speed stall. This latter expression will not be used for Subject 081.</i>	X	X						
(09)		Calculate the change of stall speed as a function of the load factor.	X	X						
(10)		Calculate the increase of stall speed in a horizontal coordinated turn as a function of bank angle.	X	X						
(11)		Calculate the change of stall speed as a function of the gross mass.	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
081 03 01 03		<i>The initial stall in spanwise direction</i>								
(01)		Explain the initial stall sequence on the following planforms: — elliptical; — rectangular; — moderate and high taper; — sweepback or delta.	X	X						
(02)		Explain the purpose of washout.	X	X						
(03)		Explain the effect of aileron deflection.	X	X						
(04)		Explain the influence of fences, vortilons, saw teeth, vortex generators, and strakes on engine nacelles.	X	X						
081 03 01 04		<i>Stall warning</i>								
(01)	X	Explain why stall warning is necessary.	X	X						
(02)	X	Explain when aerodynamic and artificial stall warnings are used.	X	X						
(03)		Explain why CS-23 and CS-25 require a margin to stall speed for take-off and landing speeds.	X	X						
(04)	X	Describe: — buffet; — stall strip; — flapper switch (leading-edge stall-warning vane); — angle-of-attack vane; — angle-of-attack probe; — stick shaker.	X	X						
(05)		Describe the recovery after: — stall warning;	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		<ul style="list-style-type: none"> — stall; — stick-pusher actuation. 								
081 03 01 05		<i>Special phenomena of stall</i>								
(01)	X	Describe the basic stall requirements for commercial air transport (CAT) aeroplanes.	X	X						
(02)		Explain the difference between power-off and power-on stalls and recovery.	X	X						
(03)		Describe stall and recovery in a climbing and descending turn.	X	X						
(04)		Describe the effect on stall and recovery characteristics of: <ul style="list-style-type: none"> — wing sweep (backward sweep); — T-tailed aeroplane. 	X	X						
(05)		Describe super stall or deep stall.	X	X						
(06)		Describe the philosophy behind the stick-pusher system.	X	X						
(07)		Describe the factors that can lead to the absence of stall warning and explain the associated risks.	X	X						
(08)		Describe the indications and explain the consequences of premature stabiliser stall due to ice contamination (negative tail stall).	X	X						
(09)		Describe when to expect in-flight icing.	X	X						
(10)		Explain how the effect is changed when retracting/extending lift-augmentation devices.	X	X						
(11)		Describe how to recover from a stall after a configuration change caused by in-flight icing.	X	X						
(12)		Explain the effect of a contaminated wing on the stall speed and α_{CRIT} .	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
081 03 04 01		Recognition and explanation of stalled condition								
(01)		Explain why a stalled condition can occur at any airspeed, or attitude or altitude.	X	X						
(02)		Explain that a stall may be recognised by continuous stall-warning activation accompanied by at least one of the following: <ul style="list-style-type: none"> — buffet, that can be heavy; — lack of pitch authority; — uncommanded pitch down and uncommanded roll; — inability to arrest the descent rate. 	X	X						
(03)		Explain that ‘stall warning’ means a natural or synthetic indication provided when approaching the stall that may include one or more of the following indications: <ul style="list-style-type: none"> — aerodynamic buffeting; — reduced roll stability and aileron effectiveness; — visual or aural clues and warnings; — reduced elevator (pitch) authority; — inability to maintain altitude or arrest a rate of descent; — stick-shaker activation. 	X	X						
081 04 00 00		STABILITY								
081 04 01 00		Static and dynamic stability								
081 04 01 01		Basics and definitions								
(01)		Define ‘static stability’: <ul style="list-style-type: none"> — describe/identify a statically stable, neutral, and unstable condition (positive, neutral, and negative static stability). 	X	X						
(02)		Explain manoeuvrability.	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(03)		Explain why static stability is the opposite of manoeuvrability, and why CAT aeroplanes are designed to be statically stable.	X	X						
(04)		Define 'dynamic stability': — describe/identify a dynamically stable, neutral, and unstable motion (positive, neutral, and negative dynamic stability); — describe/identify periodic and aperiodic motion.	X	X						
(05)		Explain what combinations of static and dynamic stability will return an aeroplane to the equilibrium state after a disturbance.	X	X						
081 04 01 02		Precondition for static stability								
(01)	X	Explain an equilibrium of forces and moments as the initial condition for the concept of static stability.	X	X						
081 04 01 03		Sum of forces								
(01)	X	Identify the forces considered in the equilibrium of forces.	X	X						
081 04 01 04		Sum of moments								
(01)		Identify the moments about all three axes considered in the equilibrium of moments.	X	X						
(02)		Discuss the effect of sum of moments not being zero.	X	X						
081 04 02 00		Intentionally left blank								
081 04 03 00		Static and dynamic longitudinal stability								
081 04 03 01		Methods for achieving balance								
(01)	X	Explain the stabiliser as the means to satisfy the condition of nullifying the total sum of the moments about the lateral axis.	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(02)		Explain the influence of the location of the wing CP relative to the CG on the magnitude and direction of the balancing force on the stabiliser.	X	X						
(03)		Explain the influence of the indicated airspeed on the magnitude and direction of the balancing force on the stabiliser.	X	X						
(04)		Explain the use of the elevator deflection or stabiliser angle for the generation of the balancing force and its direction.	X	X						
(05)		Explain the elevator deflection required to balance thrust changes.	X	X						
081 04 03 02		Static longitudinal stability								
(01)		Discuss the effect of the CG location on pitch manoeuvrability and longitudinal stability.	X	X						
081 04 03 03		Neutral point								
(01)	X	Define 'neutral point'.	X	X						
(02)	X	Explain why the location of the neutral point is only dependent on the aerodynamic design of the aeroplane.	X	X						
081 04 03 04		Factors affecting neutral point								
(01)		Describe the location of the neutral point relative to the locations of the aerodynamic centre of the wing and tail.	✗	✗						
081 04 03 05		Location of centre of gravity (CG)								
(01)		Explain the influence of the CG location on the static longitudinal stability of the aeroplane.	X	X						
(02)		Explain the CG forward and aft limits with respect to: — longitudinal control forces;	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		<ul style="list-style-type: none"> — elevator effectiveness; — stability. 								
(03)		Define 'static margin'.	X	X						
081 04 03 06		<i>The $C_m-\alpha$ graph</i>								
(01)	X	Describe the $C_m-\alpha$ graph with respect to the relationship between the slope of the graph and static stability.	X	X						
081 04 03 07		<i>Factors affecting the $C_m-\alpha$ graph</i>								
(01)		Explain: <ul style="list-style-type: none"> — the effect on the $C_m-\alpha$ graph of a shift of CG in the forward and aft direction; — the effect on the $C_m-\alpha$ graph when the elevator is moved up or down; — the effect on the $C_m-\alpha$ graph when the trim is moved; — the effect of the wing contribution and how it is affected by the CG location; — the effect of the fuselage contribution and how it is affected by the CG location; — the tail contribution; — the effect of aerofoil camber change. 	X	X						
081 04 03 08		<i>Intentionally left blank</i>								
081 04 03 09		<i>Intentionally left blank</i>								
081 04 03 10		<i>The stick force versus speed graph (IAS)</i>								
(01)		Explain how a pilot perceives stable static longitudinal stick force stability regarding changes in: <ul style="list-style-type: none"> — speed; 	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		— altitude; — mass.								
081 04 03 11		<i>Intentionally left blank</i>								
081 04 03 12		<i>The manoeuvring stability/stick force per g</i>								
(01)	X	Define the 'stick force per g', and describe that the stick force increases linearly with increase in g.	X	X						
(02)		Explain why: — the stick force per g has a prescribed minimum and maximum value; — the stick force per g decreases with pressure altitude at the same indicated airspeed.	X	X						
081 04 03 13		<i>Intentionally left blank</i>								
081 04 03 14		<i>Factors affecting the manoeuvring stability/stick force per g</i>								
(01)		Explain the influence on stick force per g of: — CG location; — trim setting.	X	X						
081 04 03 15		<i>Intentionally left blank</i>								
081 04 03 16		<i>Dynamic longitudinal stability</i>								
(01)		Describe the phugoid and short-period motion in terms of period, damping, variations (if applicable) in speed, altitude, and α .	X	X						
(02)		Explain why the short-period motion is more hazardous than the phugoid.	X	X						
(03)		Describe 'pilot-induced oscillations'.	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(04)		Explain the effect of high altitude on dynamic stability.	X	X						
(05)		Describe the influence of the CG location on the dynamic longitudinal stability of the aeroplane.	X	X						
081 04 04 00		Static directional stability								
081 04 04 01		Definition and effects of static directional stability								
(01)	X	Define 'static directional stability'.	X	X						
(02)		Explain the effects of static directional stability being too weak or too strong.	X	X						
081 04 04 02		Sideslip angle								
(01)		Define 'sideslip angle'.	X	X						
(02)		Identify β as the symbol used for the sideslip angle.	X	X						
081 04 04 03		Yaw-moment coefficient C_n								
(01)	X	Define the 'yawing-moment coefficient C_n '.	X	X						
(02)	X	Define the relationship between C_n and β for an aeroplane with static directional stability.	X	X						
081 04 04 04		C_n-β graph								
(01)	X	Explain why: <ul style="list-style-type: none"> — C_n depends on β; — C_n equals zero for that β that provides static equilibrium about the aeroplane's normal axis; — if no asymmetric engine thrust, flight control or loading condition prevails, the equilibrium β equals zero. 	X	X						
(02)	X	Identify how the slope of the C_n - β graph is a measure for static	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		directional stability.								
(03)	X	Identify how the slope of the $C_n-\beta$ graph is affected by altitude.	X	X						
081 04 04 05		Factors affecting static directional stability								
(01)		Describe how the following aeroplane components contribute to static directional stability: — wing; — fin; — dorsal fin; — ventral fin; — angle of sweep of the wing; — angle of sweep of the fin; — fuselage at high α ; — strakes.	X	X						
(02)		Explain why both the fuselage and the fin contribution reduce static directional stability when the CG moves aft.	X	X						
081 04 05 00		Static lateral stability								
081 04 05 01		Definition and effects of static lateral stability								
(01)	X	Define ‘static lateral stability’.	X	X						
(02)		Explain the effects of static lateral stability being too weak or too strong.	X	X						
081 04 05 02		Bank angle ϕ								
(01)	X	Define ‘bank angle ϕ ’.	X	X						
081 04 05 03		The roll-moment coefficient C_l								
(01)	X	Define the ‘roll-moment coefficient C_l ’.	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
081 04 05 04		Contribution of sideslip angle (β)								
(01)		Explain how without coordination the bank angle (ϕ) creates sideslip angle (β).	X	X						
081 04 05 05		The C_l-β graph								
(01)	X	Describe the C_l - β graph.	X	X						
(02)	X	Identify the slope of the C_l - β graph as a measure for static lateral stability.	X	X						
(03)	X	Identify how the slope of the C_l - β graph is affected by altitude.	X	X						
081 04 05 06		Factors affecting static lateral stability								
(01)		Explain the contribution to the static lateral stability of: <ul style="list-style-type: none"> — dihedral, anhedral; — high wing, low wing; — sweep angle of the wing; — ventral fin; — vertical tail. 	X	X						
081 04 06 00		Dynamic lateral/directional stability								
081 04 06 01		Intentionally left blank								
081 04 06 02		Tendency to spiral dive								
(01)		Explain how lateral and directional stability are coupled.	X	X						
(02)		Explain how high static directional stability and low static lateral stability may cause spiral divergence (unstable spiral dive), and under which conditions the spiral dive mode is neutral or stable.	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(03)		Describe an unstable spiral dive mode with respect to deviations in speed, bank angle, nose low-pitch attitude, and decreasing altitude.	X	X						
081 04 06 03		Dutch roll								
(01)		Describe Dutch roll.	X	X						
(02)		Explain: <ul style="list-style-type: none"> — why Dutch roll occurs when the static lateral stability is large compared to static directional stability; — the condition for a stable, neutral or unstable Dutch roll motion; — the function of the yaw damper; — the actions to be taken when the yaw damper is not available. 	X	X						
(03)		State the effect of Mach number on Dutch roll.	X							
081 04 06 04		Effects of altitude on dynamic stability								
(01)		Explain that increased pressure altitude reduces dynamic lateral/directional stability.	X	X						
081 05 00 00		CONTROL								
081 05 01 00		General								
081 05 01 01		Basics — The three planes and three axes								
(01)	X	Define: <ul style="list-style-type: none"> — lateral axis; — longitudinal axis; — normal axis. 	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(02)	X	Define: — pitch angle; — bank angle (ϕ); — yaw angle.	X	X						
(03)		Describe the motion about the three axes.	X	X						
(04)		Name and describe the devices that control these motions.	X	X						
081 05 01 02		<i>Camber change</i>								
(01)		State that camber is changed by movement of a control surface and explain the effect.	X	X						
081 05 01 03		<i>Angle-of-attack (α) change</i>								
(01)	X	Explain the influence of local α change by movement of a control surface.	X	X						
081 05 02 00		<i>Pitch (longitudinal) control</i>								
081 05 02 01		<i>Elevator/all-flying tails</i>								
(01)		Explain the working principle of the elevator/all-flying tail and describe its function.	X	X						
081 05 02 02		<i>Downwash effects</i>								
(01)		Explain the effect of downwash on the tailplane α .	X	X						
(02)		Explain in this context the use of a T-tail or stabiliser trim.	X	X						
081 05 02 03		<i>Intentionally left blank</i>								
081 05 02 04		<i>Location of centre of gravity (CG)</i>								
(01)		Explain the relationship between elevator deflection and CG location to produce a given aeroplane response.	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(02)		Explain the effect of forward CG limit on pitch control.	X	X						
081 05 02 05		Moments due to engine thrust								
(01)		Describe the effect of engine thrust on pitching moments for different engine locations.	X	X						
081 05 03 00		Yaw (directional) control								
081 05 03 01		The rudder								
(01)		Explain the working principle of the rudder and describe its function. State the relationship between rudder deflection and the moment about the normal axis. Describe the effect of sideslip on the moment about the normal axis.	X	X						
081 05 03 02		Rudder limiting								
(01)		Explain why and how rudder deflection is limited on CAT aeroplanes.	X							
081 05 04 00		Roll (lateral) control								
081 05 04 01		Ailerons								
(01)		Explain the functioning of ailerons.	X	X						
(02)		Describe the adverse effects of aileron deflection. (Refer to Subjects 081 05 04 04 and 081 06 01 02)	X	X						
(03)		Explain why some aeroplanes have inboard and outboard ailerons.	X	X						
(04)		State that the outboard ailerons are locked beyond a given speed to prevent:	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(01)		State the reasons for using trimming devices.	X	X						
(02)		Explain the difference between a trim tab and the various balance tabs.	X	X						
081 05 08 02		Trim tabs								
(01)		Describe the working principle of a trim tab including cockpit indications.	X	X						
081 05 08 03		Stabiliser trim								
(01)		Explain the advantages and disadvantages of a stabiliser trim compared to a trim tab.	X	X						
(02)		Explain elevator deflection when the aeroplane is trimmed in the case of fully powered and power-assisted pitch controls.	X	X						
(03)		Explain the relationship between CG position, take-off trim setting, and stabiliser trim position.	X	X						
(04)		Explain the effect of errors in the take-off stabiliser trim setting on the rotation characteristics and stick force during take-off rotation.	X	X						
(05)		Discuss the effects of jammed and runaway stabiliser.	X	X						
(06)		Explain the consequences of a jammed stabiliser during take-off, landing, and go-around.	X	X						
081 06 00 00		LIMITATIONS								
081 06 01 00		Operating limitations								
081 06 01 01		Flutter								
(01)		Describe the phenomenon of flutter and how IAS and mass distribution affects the likelihood of flutter occurrence.	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(02)		Describe the use of mass balance to alleviate the flutter problem by adjusting the mass distribution: <ul style="list-style-type: none"> — wing-mounted engines on pylons; — control surface mass balance. 	X	X						
(03)		State how to avoid flutter, and possible actions if flutter occurred.	X	X						
081 06 01 02		Aileron reversal								
(01)		Describe the phenomenon of aileron reversal: <ul style="list-style-type: none"> — at low speeds; — at high speeds. Describe the aileron reversal speed in relationship to V_{NE} and V_{NO} .	X	X						
081 06 01 03		Landing gear/flap operating								
(01)		Describe the reason for flap/landing gear limitations. <ul style="list-style-type: none"> — Define 'V_{LO}'. — Define 'V_{LE}'. 	X	X						
(02)		Explain why there is a difference between V_{LO} and V_{LE} in the case of some aeroplane types.	X	X						
(03)		Define ' V_{FE} ' and describe flap limiting speeds.	X	X						
(04)		Describe flap design features, procedures and warnings to prevent overload.	X	X						
081 06 01 04		V_{MO}, V_{NO}, and V_{NE}								
(01)	X	Define ' V_{MO} ', ' V_{NO} ', and ' V_{NE} '.	X	X						
(02)		Describe V_{MO} , V_{NO} and V_{NE} , the relevance of the airspeed on which they are based, and the differences between the	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		airspeeds.								
(03)		Explain the hazards of flying at speeds close to V_{NE} and V_{MO} .	X	X						
081 06 01 05		M_{MO}								
(01)		Define ' M_{MO} ' and state its limiting factors.	X							
081 06 02 00		Manoeuvring envelope								
081 06 02 01		Manoeuvring-load diagram								
(01)		Describe the manoeuvring-load diagram.	X	X						
(02)		Define limit and ultimate load factor, and explain what can happen if these values are exceeded.	X	X						
(03)		Define ' V_A ', ' V_C ', and ' V_D '.	X	X						
(04)		Identify and explain the varying features on the V_N diagram: <ul style="list-style-type: none"> — load factor 'n'; — speed scale, equivalent airspeed; — equivalent airspeed envelope; — C_{LMAX} boundary; — 1g stall speed; — accelerated stall boundary (refer to 081 03 01 02). 	X	X						
(05)		Describe the relationship between V_{MO} or V_{NE} and V_C .	X	X						
(06)		State all the manoeuvring load-factors limits applicable to CS-23 and CS-25 aeroplanes.	X	X						
(07)		Explain the relationship between V_A and V_S in a formula, and calculate the values.	X	X						
(08)		Explain the significance of V_A and the adverse consequences of applying full, abrupt nose-up elevator deflection when	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		exceeding V_A .								
081 06 02 02		Factors affecting the manoeuvring-load diagram								
(01)		State the relationship of mass to: — load-factor limits; — accelerated stall speed boundary limit; — V_A and explain why if a single value for V_A is given, it will be at the aeroplane's maximum structural take-off mass and at low altitude.	X	X						
(02)		Calculate the change of V_A with changing mass.	X	X						
(03)		Explain why V_A loses significance at higher altitude where compressibility effects occur.	X							
(04)	X	Define ' M_C ' and ' M_D ' and their relation with ' V_C ' and ' V_D '.	X							
081 06 03 00		Gust envelope								
081 06 03 01		Gust-load diagram								
(01)		Recognise a typical gust-load diagram, and state the minimum gust speeds in ft/s, m/s and kt that the aeroplane must be designed to withstand at V_B to V_C and V_D .	X	X						
(02)		Discuss considerations for the selection of V_{RA} .	X	X						
(03)		Explain the adverse effects on the aeroplane when flying in turbulence.	X	X						
081 06 03 02		Factors affecting the gust-load diagram								
(01)		Describe and explain the relationship between the gust-load factor and the following: lift-curve slope, aspect ratio, angle of sweep, altitude, wing loading, weight, wing area, equivalent airspeed (EAS), and speed of vertical gust.	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
081 07 00 00		PROPELLERS								
081 07 01 00		Conversion of engine torque to thrust								
081 07 01 01		Explain conversion of aerodynamic force on a propeller blade								
(01)		Explain the resolution of aerodynamic force on a propeller blade element into lift and drag or into thrust and torque.	X	X						
(02)		Describe how propeller thrust and aerodynamic torque vary with IAS.	X	X						
081 07 01 02		Relevant propeller parameters								
(01)		Describe the geometry of a typical propeller blade element at the reference section: — blade chord line; — propeller rotational velocity vector; — true airspeed vector; — blade angle of attack; — pitch or blade angle; — advance or helix angle. Define 'geometric pitch', 'effective pitch', and 'propeller slip'. <i>Remark: For theoretical knowledge examination purposes, the following definition is used for geometric pitch: the theoretical distance a propeller would advance in one revolution at zero blade angle of attack.</i>	X	X						
(02)		Describe how the terms 'fine pitch' and 'coarse pitch' can be used to express blade angle.	X	X						
081 07 01 03		Blade twist								
(01)	X	Define 'blade twist'.	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(01)		Describe the effects of engine/propeller torque.	X	X						
(02)		Describe the following methods for counteracting engine/propeller torque: — counter-rotating propellers; — contra-rotating propellers.	X	X						
081 07 04 02		<i>Gyroscopic precession</i>								
(01)	X	Describe what causes gyroscopic precession.	X	X						
(02)	X	Describe the effect on the aeroplane due to the gyroscopic effect.	X	X						
081 07 04 03		<i>Slipstream effect</i>								
(01)		Describe the possible effects of the rotating propeller slipstream.	X	X						
081 07 04 04		<i>Asymmetric blade effect</i>								
(01)		Explain the asymmetric blade effect (also called P factor).	X	X						
(02)		Explain the influence of direction of rotation on the critical engine on twin-engine aeroplanes.	X	X						
081 07 04 05		<i>Hazards and management of propeller effects</i>								
(01)		Describe, given direction of propeller rotation, the propeller effects during take-off run, rotation and initial climb, and their consequence on controllability.	X	X						
(02)		Describe, given the direction of propeller rotation, the propeller effects during a go-around and their consequence on controllability.	X	X						
(03)		Explain how the hazards associated with propeller effects during go-around can be aggravated by:	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		<ul style="list-style-type: none"> — high engine performance conditions and their effect on the VMC speeds; — loss of the critical engine; — crosswind; — high flap setting; — engine failure at the moment of the go-around. 								
081 08 00 00		FLIGHT MECHANICS								
081 08 01 00		Forces acting on an aeroplane								
081 08 01 01		<i>Straight, horizontal, steady flight</i>								
(01)	X	Describe the forces that act on an aeroplane in straight, horizontal, and steady flight.	X	X						
(02)	X	List the four forces and state where they act on.	X	X						
(03)		Explain how the four forces are balanced, including the function of the tailplane.	X	X						
081 08 01 02		<i>Straight, steady climb</i>								
(01)	X	Define 'flight-path angle' (γ).	X	X						
(02)		Describe the relationship between pitch attitude, γ and α for zero-wind and zero-bank conditions.	X	X						
(03)	X	Describe the forces that act on an aeroplane in a straight, steady climb.	X	X						
(04)		Name the forces parallel and perpendicular to the direction of flight. <ul style="list-style-type: none"> — Apply the formula relating to the parallel forces ($T = D + W \sin \gamma$). — Apply the formula relating to the perpendicular forces 	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		($L = W \cos \gamma$).								
(05)		Explain why thrust is greater than drag.	X	X						
(06)		Explain why lift is less than weight.	X	X						
(07)		Explain the formula (for small angles) that gives the relationship between γ , thrust, weight, and lift–drag ratio, and use this formula for simple calculations.	X	X						
(08)		Explain how IAS, α , and γ change in a climb performed with constant vertical speed and constant thrust setting.	X	X						
081 08 01 03		<i>Straight, steady descent</i>								
(01)	X	Describe the forces that act on an aeroplane in a straight, steady descent.	X	X						
(02)		Name the forces parallel and perpendicular to the direction of flight. — Apply the formula for forces parallel to the direction of flight ($T = D - W \sin \gamma$). — Apply the formula relating to the perpendicular forces ($L = W \cos \gamma$).	X	X						
(03)		Explain why lift is less than weight.	X	X						
(04)		Explain why thrust is less than drag.	X	X						
081 08 01 04		<i>Straight, steady glide</i>								
(01)	X	Describe the forces that act on an aeroplane in a straight, steady glide.	X	X						
(02)		Name the forces parallel and perpendicular to the direction of flight. — Apply the formula for forces parallel to the direction of	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(01)		Describe the forces that act on an aeroplane in a steady, coordinated turn.	X	X						
(02)		Resolve the forces that act horizontally and vertically during a coordinated turn ($\tan \phi = \frac{V^2}{gR}$).	X	X						
(03)		Describe the difference between a coordinated and an uncoordinated turn, and describe how to correct an uncoordinated turn using turn and slip indicator or turn coordinator.	X	X						
(04)		Explain why the angle of bank is independent of mass, and that it only depends on TAS and radius of turn.	X	X						
(05)		Resolve the forces to show that for a given angle of bank the radius of turn is determined solely by airspeed ($\tan \phi = \frac{V^2}{gR}$).	X	X						
(06)		Calculate the turn radius of a steady turn given TAS and angle of bank.	X	X						
(07)		Explain the effects of bank angle on: <ul style="list-style-type: none"> — load factor ($LF = 1/\cos \phi$); — α; — thrust; — drag. 	X	X						
(08)	X	Define 'angular velocity'.	X	X						
(09)	X	Define 'rate of turn' and 'rate-1 turn'.	X	X						
(10)		Explain the influence of TAS on rate of turn at a given bank angle.	X	X						
(11)		Calculate the load factor and stall speed in a turn given angle of	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
081 08 02 03		<i>Forces parallel to the lateral axis</i>								
(01)		Explain: — the force on the vertical fin; — the fuselage side force due to sideslip (using wing-level method); — the use of bank angle to tilt the lift vector (in wing-down method).	X	X						
(02)		Explain why the required small bank angle is limited by: — increased overall lift required, and increase in drag in banked attitude; — fin stalling angle.	X	X						
(03)		Explain the effect on fin α due to sideslip.	X	X						
081 08 02 04		<i>Influence of aeroplane mass</i>								
(01)		Explain why controllability with one-engine-inoperative is a typical problem arising from the low speeds associated with low aeroplane mass.	X	X						
081 08 02 05		<i>Intentionally left blank</i>								
081 08 02 06		<i>Intentionally left blank</i>								
081 08 02 07		<i>Intentionally left blank</i>								
081 08 02 08		<i>Minimum control speed (V_{MC})</i>								
(01)		Define ' V_{MC} '.	X	X						
(02)		Describe how V_{MC} is determined.	X	X						
(03)		Explain the influence of the CG location.	X	X						

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
081 08 02 09		Minimum control speed during approach and landing (V_{MCL})								
(01)		Define ' V_{MCL} '.	X	X						
(02)		Describe how V_{MCL} is determined.	X	X						
(03)		Explain the influence of the CG location.	X	X						
081 08 02 10		Minimum control speed on the ground (V_{MCG})								
(01)		Define ' V_{MCG} '.	X	X						
(02)		Describe how V_{MCG} is determined.	X	X						
(03)		Explain the influence of the CG location.	X	X						
081 08 02 11		Influence of density								
(01)		Describe the influence of density.	X	X						
(02)		Explain why V_{MC} , V_{MCL} and V_{MCG} reduce with an increase in altitude and temperature.	X	X						
081 08 03 00		Significant points on a polar curve								
081 08 03 01		Identify and explain								
(01)		Identify and explain the significant points on a polar curve.	X	X						

Appendix to Annex I to ED Decision 2018/001/R

**'Acceptable Means of Compliance (AMCs) and Guidance Material (GM) to Part-FCL
Amendment 3'**

Appendix

'SUBJECT 082 — PRINCIPLES OF FLIGHT — HELICOPTERS'

to

AMC1 FCL.310; FCL.515(b); FCL.615(b)

'Theoretical knowledge examinations'

SUBJECT 082 — PRINCIPLES OF FLIGHT — HELICOPTERS**(1) VOCABULARY OF MECHANICS**

Speed is a scalar quantity; it has only magnitude.

Velocity is a vector quantity with magnitude and direction.

The velocity of a point on a rotor blade, when rotating around an axis, is the 'linear' or 'tangential' velocity which can be expressed in revolutions per minute (rpm).

Density is the mass of the fluid per unit volume (kg/m^3) in the international system of units of measurement (SI (*Système International*)).

(2) AERONAUTICAL DEFINITIONS

A rotor blade is a high-aspect ratio aerofoil attached by its root to the rotor hub with hinges or flexible elements.

A blade element is a spanwise slice of the blade, so thin that the aerodynamic forces involved may be assumed not to vary. The forces produce lift (L), drag (D), and a pitching moment. Such a cross section has a contour, a leading and trailing edge, a chord line, a mean camber line, a maximum thickness or depth, and a thickness-to-chord ratio.

The centre of pressure (CP) is defined as the point on the chord line where the resultant of all aerodynamic forces acts.

The planform is the shape of a blade as seen from above.

The pitch angle (of a blade or an element) is the angle between the chord line and the plane of rotation.

The blade is not twisted when the pitch angle is constant from root to tip.

A blade is twisted when the pitch angle of its elements' sections varies with their distance from the root (in other words, the chord lines of the elements involved are not parallel). Washout exists when the pitch angle decreases towards the blade tip.

The vector sum of the undisturbed upstream velocity (i.e. that found in the plane of rotation of the blades) and the induced velocity is the relative airflow.

The angle between the relative airflow and the chord line of a blade element is the angle of attack (α).

Lift is the component of the aerodynamic force on a blade element that is perpendicular to the relative airflow.

Profile drag is the component of the aerodynamic force on a blade element that is parallel to the plane of rotation. Induced drag is the component of the aerodynamic force on a blade element that is parallel to the relative airflow.

Profile drag consists of pressure forces and skin friction acting on the surface of the blade element. The component of profile drag that arises from pressure forces (between the leading and trailing edges) is pressure or form drag. The component of profile drag due to shear forces over the surface is skin friction.

The total rotor thrust is the vertical upwards force from the rotor disc as a whole, as the sum of all the blade thrusts. This term has been reinstated because there is already the term 'rotor thrust' that is used to denote the thrust along the axis of rotation that acts directly opposite the weight of the helicopter in a blade element.

(3) HELICOPTER CHARACTERISTICS

Disc loading is the mass (M) of the helicopter divided by the area of the disc.

Blade loading is the mass divided by the total planform area of the blades.

The area of a rectangular blade is given by the chord multiplied by the blade tip radius. For tapered blades, the mean geometric chord is taken as an approximately equivalent chord.

Rotor solidity is the ratio of the total blade area to the disc area.

(4) PLANES, AXES AND REFERENCE SYSTEMS OF THE ROTOR

- Shaft axis: The physical axis of the rotor shaft (mast).
- Hub plane: A plane perpendicular to the shaft axis through the centre of the hub.
- Tip path plane: The plane traced out by the blade tips.
- Virtual rotation axis: The axis through the centre of the hub and perpendicular to the tip path plane.
- Rotor disc: The disc traced out by the blade tips in the tip path plane.
- Plane of rotation: The plane parallel to the tip path plane that acts through the hub centre.

(5) ANGLES OF THE BLADES, INDUCED VELOCITY

- Pitch angle of a blade element: The angle between the chord line of the element and its plane of rotation, sometimes called 'local pitch angle'.
- Blade pitch angle: Taken to be equivalent to the pitch angle of the blade element found at 75 % of the blade radius.
- Flapping angle: The angle between the longitudinal axis of the blade and the hub plane.
- Coning angle: The angle between the longitudinal axis of the blade and the tip path plane. Induced velocity is that induced by the engine power perpendicular to the plane of rotation.

Aerodynamic forces on the blades and the rotor

The thrust from a blade (blade thrust) is the sum of the thrusts from each blade element.

The sum of the thrusts from all blades is the (total) rotor thrust acting perpendicular to the tip path in the direction of the virtual rotation axis.

The result of the induced drag forces on all the blade elements of all blades is a torque on the shaft which, multiplied by the angular velocity of the blade, gives the required induced power.

The result of the profile drag forces is a torque on the shaft which, multiplied by the angular velocity of the blade, gives the required profile power.

(6) TYPES OF ROTOR HUBS

There are basically four types of rotor hubs in use:

1. Teetering rotor or seesaw rotor: The two blades are connected together; the 'hinge' is on the shaft axis, and the head is underslung. A variation is the gimballed hub; the blades and the hub are attached to the rotor shaft by means of a gimbal or universal joint (Bell 47). It is sometimes called semi-rigid because there is no movement of the blade in a drag-wise sense.
2. Fully articulated rotor: There are more than two rotor blades and each has a flapping hinge, a lead-lag (drag) hinge, and a feathering hinge or bearing.
3. Hingeless rotor: There are no flapping or dragging hinges. They are replaced by flexible elements (virtual hinges) at some part of the blade radius which allow such movements. A feathering bearing allows feathering of the blade.
4. Bearingless rotor: There are no hinges or rotating bearings. Flapping and dragging movements are obtained with flexible elements called elastomeric hinges. Feathering is obtained by twisting the element.

When referring to their equipment, Airbus call this a 'semi-articulated head' (ref.: their training material).

Two remarks:

1. Hinge offset and equivalent hinge offset

The hinge offset is the distance between the shaft axis and the axis of the hinge. Hingeless and bearingless rotors have an equivalent hinge offset.

2. Elastomeric hinges

This bearing consists of alternate layers of elastomer and metal. The flexibility of the elastomer allows flapping, dragging and feathering.

(7) DRAG AND POWERS

Induced power is that required to generate the induced velocity in the rotor disc for the production of lift. For any given thrust, induced power is minimum when the induced velocity is uniform over the rotor disc. This can be approximated by using washout and ensuring that the blades are in track (a truly uniform velocity cannot be obtained).

Rotor profile drag results from those components acting in the opposite direction to the blade velocities (i.e. the sum of all the profile drags from each blade element). The power required to overcome it is rotor profile power (the sum of the powers required to overcome the torque).

Parasite drag is the drag from the helicopter fuselage including that from the rotor hub and all external equipment such as wheels, the winch, external loads, etc. (any drag from the tail rotor is included, but not from the rotor blades, which produce profile drag). The power to overcome this drag is parasite power.

In level flight at constant speed, induced power, rotor profile power and parasite power are summed to give the total power required to drive the main rotor.

Induced power and profile power for the tail rotor are summed to give the power required to drive the tail rotor.

The power required to drive auxiliary services, such as oil pumps and electrical generators, is called accessory or ancillary power. It includes the power required to overcome mechanical friction in transmissions.

The total power required in level flight at constant speed is the sum of all the above.

When transitioning from the hover, the power required decreases as speed increases. This is called translational lift.

The term limited power means that the total power required to hover out of ground effect (HOGE) is greater than the available power.

(8) PHASE ANGLE IN FLAPPING MOVEMENT OF THE BLADE

The movement of the cyclic control tilts the rotor disc in the direction of the intended movement of the helicopter.

For teetering heads, the flapping response is 90° later than the applied cyclic control movement (less than 90° for rotors with offset hinges).

The pitch mechanism consists of the swash plate, and for each blade the pitch mechanism consists of a pitch link attached to the swash plate and a pitch horn attached to the blade.

(9) AXES THROUGH THE CENTRE OF THE HELICOPTER

Longitudinal axis or roll axis: A straight line through the centre of gravity (CG) of the helicopter from the nose to the tail about which the helicopter can roll left or right.

Lateral axis, transverse axis or pitch axis: A straight line through the CG of the helicopter about which the helicopter can pitch its nose up or down (this axis is also perpendicular to the reference plane of the aircraft, which is the plane either side of which the components that constitute the major part of the aircraft are symmetrically disposed in the port and starboard sense).

Normal axis or yaw axis: A straight line perpendicular to the plane defined by the longitudinal and lateral axes and about which the helicopter can yaw.

Note that the term 'mass' is used to describe a quantity of matter, and 'weight' when describing the force. However, the term 'weight' is normally used in aviation to colloquially describe mass. The professional pilot should always note the units to determine whether the term 'weight' is being used to describe a force (e.g. unit newton) or quantity of matter (e.g. unit kilogram).

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
080 00 00 00		PRINCIPLES OF FLIGHT								
082 00 00 00		PRINCIPLES OF FLIGHT — HELICOPTERS								
082 01 00 00		SUBSONIC AERODYNAMICS								
082 01 01 00		Basic concepts, laws and definitions								
082 01 01 01		<i>International system of units of measurement (SI) and conversion of SI units</i>								
(01)	X	List the fundamental quantities and units in SI, such as mass (kg), length (m), time (s).			X	X	X			
(02)	X	Be able to convert imperial units to SI units and vice versa.			X	X	X			
082 01 01 02		<i>Definitions and basic concepts of air</i>								
(01)	X	Describe air temperature and pressure as functions of height.			X	X	X			
(02)	X	Define the International Standard Atmosphere (ISA).			X	X	X			
(03)	X	Define air density, and explain the relationship between air density, pressure, and temperature.			X	X	X			
(04)	X	Explain the influence of moisture content on air density.			X	X	X			
(05)	X	Define pressure altitude and air density altitude.			X	X	X			
082 01 01 03		<i>Newton's laws</i>								
(01)	X	State and interpret Newton's three laws of motion.			X	X	X			
(02)	X	Distinguish between mass and weight, and their units.			X	X	X			
082 01 01 04		<i>Basic concepts of airflow</i>								
(01)	X	Describe steady and unsteady airflow.			X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(02)	X	Define 'streamline' and 'stream tube'.			X	X	X			
(03)	X	Explain the principle of the continuity equation or the conservation of mass.			X	X	X			
(04)	X	Describe the mass flow rate through a stream tube section.			X	X	X			
(05)		State Bernoulli's equation and use it to explain and define the relationship between static, dynamic and total pressure.			X	X	X			
(06)		Define the stagnation point in the flow around an aerofoil, and explain the pressure obtained at the stagnation point.			X	X	X			
(07)		Use the pitot system to explain the measurement of airspeed (no compressibility effects).			X	X	X			
(08)		Define 'TAS', 'IAS', and 'CAS'.			X	X	X			
(09)	X	Define two-dimensional airflow and its relationship to an aerofoil of infinite span (i.e. no blade tip vortices and, therefore, no induced drag). Explain the difference between two- and three-dimensional airflows.			X	X	X			
(10)	X	Explain that viscosity is a feature of any fluid (gas or liquid).			X	X	X			
(11)		Explain the tangential friction between air and the surface of an aerofoil, and the development of a boundary layer.			X	X	X			
(12)		Describe laminar and turbulent boundary layers and the transition from laminar to turbulent. Show the influence of the roughness of the surface on the position of the transition point.			X	X	X			
082 01 02 00		Two-dimensional airflow								
082 01 02 01		Aerofoil section geometry								
(01)	X	Define the terms: 'aerofoil section', 'aerofoil element', 'chord line',			X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		'chord', 'thickness', 'thickness-to-chord ratio, 'camber line', 'camber', and 'leading-edge radius'.								
(02)		Describe symmetrical and asymmetrical aerofoil sections.			X	X	X			
082 01 02 02		<i>Aerodynamic forces on aerofoil elements</i>								
(01)		Define the angle of attack (α).			X	X	X			
(02)		Describe: <ul style="list-style-type: none"> — the resultant force from the pressure distribution and the friction at the element; — the resultant force from the boundary layers and the velocities in the wake; and — the loss of momentum due to friction forces. 			X	X	X			
(03)		Resolve the aerodynamic force into the components of lift (L) and drag (D).			X	X	X			
(04)		Define the lift coefficient (C_L) and the drag coefficient (C_D).			X	X	X			
(05)		Show that the C_L is a function of the α .			X	X	X			
(06)		Explain how drag is caused by pressure forces on the surfaces of an aerofoil and by friction in the boundary layers. Define the term 'profile drag'.			X	X	X			
(07)		Define the L–D ratio.			X	X	X			
(08)		Use the lift and drag equations to show the influence of speed and density on lift and drag for a given α .			X	X	X			
(09)		Define the action line of the aerodynamic force and the CP.			X	X	X			
(10)		Know that symmetrical aerofoils have a CP that is approximately a quarter chord behind the leading edge.			X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
082 01 02 03		Stall								
(01)		Explain the boundary layer separation when α increases beyond the onset of stall and the decrease of lift and the increase of drag. Define the 'separation point'.			X	X	X			
082 01 02 04		Disturbances due to profile contamination								
(01)		Explain ice contamination, the modification of the section profile and surfaces due to ice and snow, the influence on L and D and the L–D ratio, the influence on α (at stall onset), and the effect of the increase in weight.			X	X	X			
(02)		Explain the effect of erosion by heavy rain on the blade and subsequent increase in profile drag.			X	X	X			
082 01 03 00		Three-dimensional airflow around a blade								
082 01 03 01		The blade								
(01)		Describe the various blade planforms.			X	X	X			
(02)		Define aspect ratio and blade twist.			X	X	X			
082 01 03 02		Airflow pattern and influence on lift (L)								
(01)		Explain the spanwise flow around a blade and the appearance of blade tip vortices which are a loss of energy.			X	X	X			
(02)		Show that the strength of the vortices increases as α and L increase.			X	X	X			
(03)		Show that downwash causes vortices.			X	X	X			
(04)		Define the relative airflow as the resultant of the undisturbed air velocity and induced velocity, and define α .			X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(05)		Explain the spanwise L distribution and the way in which it can be modified by twist (washout).			X	X	X			
082 01 03 03		Induced drag								
(01)		Explain induced drag and the influence of α and aspect ratio.			X	X	X			
082 01 03 04		The airflow around the fuselage								
(01)		Describe the fuselage and the external components that cause (parasite) drag, the airflow around the fuselage, and the influence of the pitch angle of the fuselage. Describe fuselage shapes that minimise drag.			X	X	X			
(02)		Define profile drag as the sum of pressure (form) drag and skin friction drag.			X	X	X			
(03)		Define 'interference drag'.			X	X	X			
(04)		Know the drag formula.			X	X	X			
082 02 00 00		TRANSONIC AERODYNAMICS AND COMPRESSIBILITY EFFECTS								
082 02 01 00		Airflow speeds and velocities								
082 02 01 01		Speeds and Mach number								
(01)		Define the speed of sound in air.			X	X	X			
(02)		State that the speed of sound is proportional to the square root of the absolute temperature (in Kelvins).			X	X	X			
(03)		Explain the variation in the speed of sound with altitude.			X	X	X			
(04)		Define Mach number.			X	X	X			
(05)		Explain the meaning of incompressibility and compressibility of air;			X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(01)		Mention the tail rotor, the Fenestron, and the no tail rotor (NOTAR).			X	X	X			
(02)		Define the rotor disc area and the blade area.			X	X	X			
(03)		Describe the teetering rotor with its hinge axis on the shaft axis, and rotors with more than two blades with offset hinge axes.			X	X	X			
(04)		Define the fuselage centre line and the three axes: roll, pitch, and normal (yaw).			X	X	X			
(05)		Define gross weight and gross mass (and the units involved), disc and blade loading.			X	X	X			
082 04 00 00		MAIN-ROTOR AERODYNAMICS								
082 04 01 00		Hover flight outside ground effect								
082 04 01 01		Airflow through the rotor disc and around the blades								
(01)	X	Based on Newton's second law (momentum), explain that the upward vertical force from the disc, i.e. the rotor thrust, is the result of vertical downward velocities inside the rotor disc.			X	X	X			
(02)		Explain why the production of the induced flow requires power applied to the shaft, i.e. induced power. Induced power is least if the induced velocities have the same value on the whole disc (i.e. there is uniformity of flow over the disc).			X	X	X			
(03)		Explain why vertical rotor thrust must be higher than the weight of the helicopter because of the vertical drag on the fuselage.			X	X	X			
(04)		Define the pitch angle and the α of a blade element.			X	X	X			
(05)		Explain L and D relating to a blade element (including induced and profile drag).			X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(06)		Explain the necessity for collective pitch angle changes, the influence on the α and rotor thrust, and the need for blade feathering.			X	X	X			
(07)		Describe the different blade shapes (as viewed from above).			X	X	X			
(08)		Explain how profile drag on the blade elements generates a torque on the main shaft, and define the resulting rotor profile power.			X	X	X			
(09)		Explain the influence of air density on the required powers.			X	X	X			
082 04 01 02		Anti-torque force and tail rotor								
(01)		Using Newton’s third law (motion), explain the need for tail-rotor thrust, the required value being proportional to main-rotor torque. Show that tail-rotor power is proportional to tail-rotor thrust.			X	X	X			
(02)		Explain the necessity for feathering of the tail-rotor blades and their control by the yaw pedals, and the maximum and minimum values of the pitch angles of the blades.			X	X	X			
082 04 01 03		Total power required and hover outside ground effect (HOG E)								
(01)		Define ancillary equipment and its power requirement.			X	X	X			
(02)		Define the total power required.			X	X	X			
(03)	X	Describe the influence of ambient pressure, temperature and moisture on the required power.			X	X	X			
082 04 02 00		Vertical climb								
082 04 02 01		Relative airflow and angles of attack (α)								
(01)	X	Describe the dependence of the vertical climb speed on the opposite vertical air velocity relative to the rotor disk.			X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(02)		Explain how α is controlled by the collective pitch angle control.			X	X	X			
082 04 02 02		Power and vertical speed								
(01)		Define total main-rotor power as the sum of parasite power, induced power, climb power, and rotor profile power.			X	X	X			
(02)		Explain why the total main-rotor power required increases when the rate of climb increases.			X	X	X			
082 04 03 00		Forward flight								
082 04 03 01		Airflow and forces in uniform inflow distribution								
(01)		Explain the assumption of a uniform inflow distribution on the rotor disc.			X	X	X			
(02)		Show the upstream air velocities relative to the blade elements and the different effects on the advancing and retreating blades. Define the area of reverse flow. Explain the influence of forward speed on the circumferential speed of the blade tip.			X	X	X			
(03)		Assuming constant pitch angles and rigid blade attachments, explain the roll moment from the asymmetric distribution of L.			X	X	X			
(04)		Show that through cyclic feathering this imbalance could be eliminated by a low α (accomplished by a low pitch angle) on the advancing blade, and a high α (accomplished by a high pitch angle) on the retreating blade.			X	X	X			
(05)		Describe the high air velocity at the advancing blade tip and the compressibility effects which limit maximum speed.			X	X	X			
(06)		Describe the low air velocity on the retreating blade tip resulting from the difference between the circumferential speed and			X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		forward speed, the need for high α , and the onset of stall.								
(07)		Define the blade tip speed ratio.			X	X	X			
(08)		Explain the total rotor thrust that is perpendicular to the rotor disc and the need for tilting the thrust vector forward.			X	X	X			
(09)		Explain the conditions of equilibrium in steady straight and level flight.			X	X	X			
082 04 03 02		<i>The flare (powered flight)</i>								
(01)		Explain the flare in powered flight, the rearward tilt of the rotor disc and the thrust vector. Show the horizontal thrust component that is in the opposite direction to forward velocity.			X	X	X			
(02)		State the increase in thrust due to the upward inflow, and show the modifications in the α .			X	X	X			
(03)		Explain the increase in rotor rpm for a non-governed rotor.			X	X	X			
082 04 03 03		<i>Non-uniform inflow distribution in relation to inflow roll</i>								
(01)		Describe the inflow distribution which modifies α and L especially on the advancing and retreating blades.			X	X	X			
082 04 03 04		<i>Power and maximum speed</i>								
(01)		Explain that the induced velocities and power values decrease as the speed of the helicopter increases.			X	X	X			
(02)		Define profile drag and profile power, and the increase in their values with the speed of the helicopter.			X	X	X			
(03)		Define parasite drag and parasite power, and the increase in their values with the speed of the helicopter.			X	X	X			
(04)		Define total drag and its increase with the speed of the helicopter.			X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(05)		Describe the power required for the tail rotor and the power required by ancillary equipment.			X	X	X			
(06)		Define the total power requirement as a sum of the above partial powers, and explain how it varies with the speed of the helicopter.			X	X	X			
(07)		Explain the influence of helicopter mass, air density, and additional external equipment on the partial powers and the total power required.			X	X	X			
(08)		Describe translational lift and show the decrease in required total power as the helicopter increases its speed from the hover.			X	X	X			
082 04 04 00		Hover and forward flight in ground effect								
082 04 04 01		<i>Airflow in ground effect, downwash</i>								
(01)		Explain how the vicinity of the ground changes the downward flow pattern and the consequences on lift (thrust) at constant rotor power. Show that ground effect depends on the height of the rotor above the ground and the rotor diameter. Show the required rotor power at constant all-up mass (AUM) as a function of height above the ground. Describe the influence of forward speed.			X	X	X			
082 04 05 00		Vertical descent								
082 04 05 01		<i>Vertical descent, power on</i>								
(01)		Describe the airflow around the rotor disc in a trouble-free vertical descent, power on, the airflow opposing the helicopter's velocity, the relative airflow, and α .			X	X	X			
(02)		Explain the vortex-ring state, also known as settling with power. State the approximate vertical descent speeds that allow the formation of vortex ring, related to the values of the induced velocities.			X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(03)		Describe the airflow relative to the blades, the root stall, the loss of lift at the blade tip, and the turbulence. Show the effect of raising the lever and describe the effects on the controls.			X	X	X			
082 04 05 02		Autorotation								
(01)		State the need for early recognition and for a quick initiation of recovery. Describe the recovery actions.			X	X	X			
(02)		Explain that the collective lever must be lowered quickly enough to avoid a rapid decay of rotor rpm due to drag on the blades, and explain the influence of rotational inertia of the rotor on the rate of decay.			X	X	X			
(03)		Show the induced flow through the rotor disc, the rotational velocity and relative airflow, the inflow and inflow angles.			X	X	X			
(04)		Show how the aerodynamic forces on the blade elements vary from root to tip and distinguish three zones: the inner stalled region, the middle driving region, and the driven region.			X	X	X			
(05)		Explain the control of the rotor rpm with collective pitch.			X	X	X			
(06)		Show the need for negative tail-rotor thrust with yaw control.			X	X	X			
(07)		Explain the final increase in rotor thrust caused by raising the collective pitch to decrease the vertical descent speed and the decay in rotor rpm.			X	X	X			
082 04 06 00		Forward flight — autorotation								
082 04 06 01		Airflow at the rotor disc								
(01)		Explain the factors that affect inflow angle and α , the autorotative power distribution, and the dissymmetry over the rotor disc in forward flight.			X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
082 04 06 02		<i>Flight and landing</i>								
(01)		Show the effect of forward speed on the vertical descent speed.			X	X	X			
(02)		Explain the effects of gross weight, rotor rpm, and altitude (density) on endurance and range.			X	X	X			
(03)		Explain the manoeuvres for turning and touchdown.			X	X	X			
(04)		Explain the height–velocity curves.			X	X	X			
082 05 00 00		MAIN-ROTOR MECHANICS								
082 05 01 00		Flapping of the blade in hover								
082 05 01 01		<i>Intentionally left blank</i>								
082 05 01 02		<i>Centrifugal turning moment (CTM)</i>								
(01)		Describe the centrifugal forces on the mass elements of a blade with pitch applied and the components of those forces. Show how the forces generate a moment that tries to reduce the blade pitch angle.			X	X	X			
(02)		Explain the methods of counteracting CTM with hydraulics, bias springs, and balance masses.			X	X	X			
082 05 01 03		<i>Coning angle in the hover</i>								
(01)		Define the tip path plane and the coning angle.			X	X	X			
(02)		Show how the equilibrium of the moments about the flapping hinge of lift (thrust) and of the centrifugal force determine the coning angle of the blade (the blade mass being negligible).			X	X	X			
(03)		Justify the lower limit of rotor rpm.			X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(04)		Explain the effect of the mass of a blade on the tip path and the tracking.			X	X	X			
082 05 02 00		Flapping angles of the blade in forward flight								
082 05 02 01		<i>Forces on the blade in forward flight without cyclic feathering</i>								
(01)		Assume rigid attachments of the blade to the hub and show the periodic lift, moment and stresses on the attachment, the ensuing metal fatigue, the roll moment on the helicopter, and justify the necessity for a flapping hinge.			X	X	X			
(02)		Assume no cyclic pitch and describe the lift on the advancing and retreating blades.			X	X	X			
(03)		State the azimuthal phase lag (90° or less) between the input (applied pitch) and the output (flapping angle). Explain flapback (the rearward tilting of the tip path plane and total rotor thrust).			X	X	X			
082 05 02 02		<i>Cyclic pitch (feathering) in forward flight</i>								
(01)		Show that in order to assume and maintain forward flight, the total rotor thrust vector must obtain a forward component by tilting the tip path plane.			X	X	X			
(02)		Show how the applied cyclic pitch modifies the lift on the advancing and retreating blades and produces the required forward tilting of the tip path plane and the total rotor thrust.			X	X	X			
(03)		Show the cone described by the blades and define the virtual axis of rotation. Define the plane of rotation.			X	X	X			
(04)		Define the reference system in which the movements are defined: the shaft axis and the hub plane.			X	X	X			
(05)		Describe the swash plates, the pitch links and horns. Explain how the collective lever moves the non-rotating swash plate up or			X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
		down the shaft axis.								
(06)		Describe the mechanism by which the desired cyclic blade pitch can be produced by tilting the swash plate with the cyclic stick.			X	X	X			
(07)		Explain the translational lift effect when the speed increases.			X	X	X			
(08)	X	Justify the increase of the tilt angle of the thrust vector and of the disc in order to increase the speed.			X	X	X			
082 05 03 00		Blade-lag motion in forward flight								
082 05 03 01		<i>Forces on the blade in the disc plane (tip path plane) in forward flight</i>								
(01)		Explain the Coriolis force due to flapping, the resulting periodic moments in the hub plane, and the resulting periodic stresses which make lead-lag hinges necessary to avoid material fatigue.			X	X	X			
(02)		Describe the profile drag forces on the blade elements and the periodic variation of these forces.			X	X	X			
082 05 03 02		<i>Intentionally left blank</i>								
082 05 03 03		<i>Ground resonance</i>								
(01)		Explain the movement of the CG of the blades due to lead-lag movements in the multibladed rotor.			X	X	X			
(02)		Show the effect on the fuselage and the danger of resonance between this force and the fuselage and undercarriage when the gear touches the ground.			X	X	X			
082 05 04 00		Rotor systems								
082 05 04 01		<i>See-saw or teetering rotor</i>								
(01)		Explain that a teetering rotor is prone to mast bumping in low-G			X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
082 06 01 01		<i>Intentionally left blank</i>								
082 06 01 02		<i>Tail-rotor aerodynamics</i>								
(01)		Explain the airflow around the blades in the hover and in forward flight, and the effects of the tip speeds on noise production and compressibility.			X	X	X			
(02)		Explain the effect of wind on tail-rotor aerodynamics and thrust in the hover, and any problems.			X	X	X			
(03)		Explain tail-rotor thrust and the control through pitch alterations (feathering).			X	X	X			
(04)		Explain tail-rotor flapback, and the effects of Delta 3.			X	X	X			
(05)		Describe the roll moment and drift as side effects of the tail rotor.			X	X	X			
(06)		Explain the effects of tail-rotor failure.			X	X	X			
(07)		Explain the loss of tail-rotor effectiveness (LTE), tail-rotor vortex-ring state, causes, crosswind, and yaw speed.			X	X	X			
082 06 01 03		<i>Strakes on the tail boom</i>								
(01)		Describe the strake and explain its function.			X	X	X			
082 07 00 00		EQUILIBRIUM, STABILITY AND CONTROL								
082 07 01 00		Equilibrium and helicopter attitudes								
082 07 01 01		<i>Hover</i>								
(01)		Explain why the vector sum of forces and moments must be zero in any acceleration-free situation.			X	X	X			
(02)		Indicate the forces and the moments about the lateral axis in a			X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
082 07 02 01		Static longitudinal, roll and directional stability								
(01)		Define static stability; give an example of static stability and of static instability.			X	X	X			
(02)		Explain the contribution of the main rotor to speed stability.			X	X	X			
(03)		Describe the influence of the horizontal stabiliser on static longitudinal stability.			X	X	X			
(04)		Explain the effect of hinge offset on static stability.			X	X	X			
(05)		Describe the influence of the tail rotor on static directional stability.			X	X	X			
(06)		Describe the influence of the vertical stabiliser on static directional stability.			X	X	X			
(07)		Explain the influence of the main rotor on static roll stability.			X	X	X			
(08)		Describe the influence of the longitudinal position of the CG on static longitudinal stability.			X	X	X			
082 07 02 02		Static stability in the hover								
(01)		Describe the initial movements of a hovering helicopter after the occurrence of a horizontal gust.			X	X	X			
082 07 02 03		Dynamic stability								
(01)		Define dynamic stability; give an example of dynamic stability and of dynamic instability.			X	X	X			
(02)		Explain why static stability is a precondition for dynamic stability.			X	X	X			
082 07 02 04		Longitudinal stability								
(01)		Explain the individual contributions of α and speed stability			X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
(01)		Show the power required for HOGE and HIGE, and the power available.			X	X	X			
(02)		Explain the effects of AUM, ambient temperature and pressure, density altitude, and moisture.			X	X	X			
(03)		Describe the rate of climb in a vertical flight.			X	X	X			
082 08 01 02		Forward flight								
(01)		Compare the power required and the power available as a function of speed in straight and level flight.			X	X	X			
(02)		Define the maximum speed limited by power and the value relative to V_{NE} and V_{NO} .			X	X	X			
(03)		Use the power graph to determine the speeds of maximum rate of climb and the maximum angle of climb.			X	X	X			
(04)		Use the power graph to define true airspeed (TAS) for maximum range and maximum endurance, and consider the case of piston engine and turbine engine. Explain the effects of tailwind or headwind on the speed for maximum range.			X	X	X			
(05)		Explain the effects of AUM, pressure and temperature, density altitude, and humidity.			X	X	X			
082 08 01 03		Manoeuvring								
(01)		Define the load factor, the radius, and the rate of turn.			X	X	X			
(02)		Explain the relationship between the angle of bank, the airspeed and the radius of turn, and between the angle of bank and the load factor.			X	X	X			
(03)		Explain the influence of AUM, pressure and temperature, density altitude, and humidity.			X	X	X			

Syllabus reference	BK	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			IR	CB-IR(A) and EIR	Remarks
			ATPL	CPL	ATPL/IR	ATPL	CPL			
082 08 02 00		Special conditions								
082 08 02 01		<i>Operating with limited power</i>								
(01)		Explain operations with limited power, use the power graph to show the limitations on vertical and level flight, and describe power checks and procedures for take-off and landing.			X	X	X			
(02)		Describe manoeuvres with limited power.			X	X	X			
082 08 02 02		<i>Overpitch, overtorque</i>								
(01)		Describe overpitching and show the consequences.			X	X	X			
(02)		Describe situations likely to lead to overpitching.			X	X	X			
(03)		Describe overtorquing and show the consequences.			X	X	X			
(04)		Describe situations likely to lead to overtorquing.			X	X	X			

Appendix to Annex I to ED Decision 2018/001/R

**'Acceptable Means of Compliance (AMCs) and Guidance Material (GM) to Part-FCL
Amendment 3'**

Appendix

'SUBJECT AREA 100 — KNOWLEDGE, SKILLS AND ATTITUDES (KSA)'

to

AMC1 FCL.310; FCL.515(b); FCL.615(b)

'Theoretical knowledge examinations'

SUBJECT AREA 100 — KNOWLEDGE, SKILLS AND ATTITUDES (KSA)

Syllabus reference	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter		
		ATPL	CPL	ATPL /IR	ATPL	CPL
100 00 00 00	KNOWLEDGE, SKILLS AND ATTITUDES (KSA)					
100 01 00 00	ICAO CORE COMPETENCIES					
(01)	Recognise the ICAO Core Competencies listed below and the associated competency descriptions (ICAO Doc 9995 'Manual of Evidence-based Training'): <ul style="list-style-type: none"> — Application of Procedures; — Communication; — Aircraft Flight Path Management, automation; — Aircraft Flight Path Management, manual control; — Leadership and Teamwork; — Problem Solving and Decision Making; — Situation Awareness; — Workload Management. 	X	X	X	X	X
100 02 00 00	CORE COMPETENCIES LEARNING OBJECTIVES					
100 02 01 00	Communication					
(01)	Show the ability to identify whether the recipient is ready and able to receive the information.	X	X	X	X	X
(02)	Show the ability to appropriately select what, when, how and with whom to communicate.	X	X	X	X	X
(03)	Show the ability to communicate clearly, accurately and concisely.	X	X	X	X	X
(04)	Show the ability to confirm whether the recipient correctly understands important information.	X	X	X	X	X
(05)	Show the ability to listen actively and show you understand the information you receive.	X	X	X	X	X
(06)	Show the ability to ask relevant and effective questions.	X	X	X	X	X

Syllabus reference	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter		
		ATPL	CPL	ATPL /IR	ATPL	CPL
(07)	Show the ability to adhere to standard radio-telephony phraseology.	X	X	X	X	X
(08)	Show the ability to accurately read, interpret, construct and respond to given documentation in English.	X	X	X	X	X
(09)	Show the ability to correctly interpret non-verbal communication.	X	X	X	X	X
(10)	Show the ability to use appropriate eye contact, body movement and gestures that are consistent with and support verbal messages.	X	X	X	X	X
100 02 02 00	Leadership and teamwork					
(01)	Show the ability to create an atmosphere of open communication that encourages participation.	X	X	X	X	X
(02)	Show the initiative and the ability to give directions when required.	X	X	X	X	X
(03)	Show the ability to admit mistakes and take responsibility.	X	X	X	X	X
(04)	Show the ability to anticipate and respond appropriately to others' needs.	X	X	X	X	X
(05)	Show the ability to carry out instructions when directed.	X	X	X	X	X
(06)	Show the ability to communicate relevant concerns and intentions.	X	X	X	X	X
(07)	Show the ability to give and receive feedback constructively.	X	X	X	X	X
(08)	Show empathy, respect and tolerance for others.	X	X	X	X	X
(09)	Show the ability to engage others in planning and to allocate activities fairly and appropriately according to others' abilities.	X	X	X	X	X
(10)	Show the ability to address and resolve conflicts and disagreement in a constructive manner.	X	X	X	X	X
(11)	Show the ability to project self-control.	X	X	X	X	X
100 02 03 00	Problem-solving and decision-making					

Syllabus reference	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter		
		ATPL	CPL	ATPL /IR	ATPL	CPL
(01)	Show the ability to seek accurate and adequate information from appropriate sources.	X	X	X	X	X
(02)	Show the ability to identify and verify what and why things have gone wrong.	X	X	X	X	X
(03)	Show the ability to employ proper problem-solving strategies.	X	X	X	X	X
(04)	Show the ability to persevere in working through problems.	X	X	X	X	X
(05)	Show the ability to use appropriate and timely decision-making processes.	X	X	X	X	X
(06)	Show the ability to set priorities appropriately.	X	X	X	X	X
(07)	Show the ability to identify and consider options effectively.	X	X	X	X	X
(08)	Show the ability to monitor, review and adapt decisions as required.	X	X	X	X	X
(09)	Show the ability to identify and manage risks.	X	X	X	X	X
100 02 04 00	Situation awareness					
(01)	Demonstrate the ability to identify and assess accurately the general environment as it may affect the operation.	X	X	X	X	X
(02)	Demonstrate the ability to identify threats, errors and undesirable aircraft states.	X	X	X	X	X
(03)	Demonstrate the ability to manage threats, errors and undesirable aircraft states.	X	X	X	X	X
100 02 05 00	Workload management					
(01)	Show the ability to maintain self-control.	X	X	X	X	X
(02)	Show the ability to plan, prioritise and schedule tasks effectively.	X	X	X	X	X
(03)	Show the ability to manage time effectively when carrying out tasks.	X	X	X	X	X
(04)	Show the ability to offer and accept assistance, delegate when necessary and ask for help early.	X	X	X	X	X

Syllabus reference	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter		
		ATPL	CPL	ATPL /IR	ATPL	CPL
(05)	Show the ability to manage interruptions, distractions, variations and failures effectively.	X	X	X	X	X
100 03 00 00	ADDITIONAL THREAT AND ERROR MANAGEMENT (TEM) RELATED LEARNING OBJECTIVES					
100 03 01 00	Application of knowledge					
(01)	Demonstrate the ability to complete pre-flight planning in practical exercises.	X	X	X	X	X
(02)	Demonstrate the KSA and TEM relating to phases of flight in the ground training environment.	X	X	X	X	X
100 03 02 00	Upset prevention and recovery training (UPRT) and resilience					
	<i>Note: Resilience is defined as ‘the ability to recognise, absorb and adapt to disruptions’. It is supported by the pilot’s core competencies and improved by experience, which can be gained by training for unexpected events or situations.</i>					
(01)	Recognise potential upset ‘threats’ and suggest effective ‘threat management’ in scenario situations.	X	X			
(02)	Recognise potential upset ‘errors’ and suggest effective ‘error management’ in scenario situations.	X	X			
(03)	Explain the causes of and contributing factors to upsets.	X	X			
(04)	Demonstrate resilience during scenario and/or other exercises.	X	X	X	X	X
(05)	Show the ability to identify the signs and discuss the effects of stress, fatigue and aviation lifestyle on situation awareness, and how to cope with them in order to maintain situation awareness.	X	X	X	X	X
100 04 00 00	MENTAL MATHS					
	<i>Note: Demonstrate, in non-calculator test scenarios or scenario exercises, the ability in a time-efficient manner to make correct mental calculation approximations for the following.</i>					
(01)	Convert between volumes and masses of fuel using range of units.	X	X	X	X	X
(02)	Estimate time, distance and speed.	X	X	X	X	X

Syllabus reference	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter		
		ATPL	CPL	ATPL /IR	ATPL	CPL
(03)	Estimate the rate of climb or rate of descent, distance and time.	X	X			
(04)	Add or subtract time, distance, and fuel mass.	X	X	X	X	X
(05)	Calculate fuel burn given time and fuel flow.	X	X	X	X	X
(06)	Calculate the time available (for decision-making) given relevant fuel information.	X	X	X	X	X
(07)	Determine the top of descent using a simple method that is described by the approved training organisation (ATO).	X	X			
(08)	Determine the values that vary by a percentage, e.g. dry-to-wet landing distance and fuel burn.	X	X	X	X	X
(09)	Estimate heights at distances on a 3-degree glideslope.	X	X	X	X	X
(10)	Estimate headings using the 1-in-60 rule.	X	X	X	X	X
(11)	Estimate headwind and crosswind components given wind speed and direction and runway in use.	X	X	X	X	X