

Acceptable Means of Compliance and Guidance Material to Part-FCL (Learning Objectives (LOs)) — Amendment 2

Points AMC1 FCL.310, FCL.515(b) and FCL.615(b) are amended as follows:

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

Introductory text and all tables in (a) are deleted and replaced with '(a) Aeroplanes and helicopters

Learning Objectives (LOs)

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DETAILED THEORETICAL KNOWLEDGE SYLLABUS AND LOs FOR ATPL, CPL AND IR
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 and IR.

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

Reference	Subject	Chapter
010	Air law and ATC procedures	A.
020	Aircraft general knowledge	
021	Airframe and systems, electrics, power plant and emergency equipment	B.
022	Instrumentation	C.
030	Flight performance and planning	
031	Mass and balance	D.
032	Performance (Aeroplane)	E.
033	Flight planning and monitoring	F.
034	Performance (Helicopter)	G.
040	Human performance and limitations	H.
050	Meteorology	I.
060	Navigation	
061	General navigation	J.
062	Radio navigation	K.
070	Operational procedures	L.
080	Principles of flight	
081	Principles of flight (Aeroplane)	M.
082	Principles of flight (Helicopter)	N.
090	Communications	
091	VFR communications	O.
092	IFR communications	P.

The applicable LOs for each licence or the instrument rating are marked with an 'x'.

The LOs define the theoretical knowledge that a student should have assimilated upon successful completion of an approved theoretical knowledge course prior to undertaking the theoretical knowledge examinations. They refer to measurable statements of the skills and knowledge that a student should be able to demonstrate following a defined element of training.

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). Any consequential changes to the organisation's documentation should not result in an approval process in accordance with ORA.GEN.130(a). In any case, the ATO should remain responsible for ensuring that the respective theoretical knowledge training courses are carried out while taking into account the LOs provided in this AMC.

TRAINING AIMS

After completion of the training, a student should be able to apply the acquired knowledge and skills to:

- understand the capabilities and limitations of the equipment used;
- identify sources of information and analyse information relevant to the operation;
- identify hazards, assess risks and manage threats;
- apply solutions to common problems including errors.

Specific examples of the application of knowledge and skills will be provided in the respective appendix to a subject, if needed.

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 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	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

	<p>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 Management network (the interoperability Regulation)</p>
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 Jeppesen Student Pilots’ Training Route Manual (SPTRM), otherwise known as the ‘Training Route Manual’ (TRM), contains planning data plus aerodrome and approach charts that may be used in theoretical knowledge training courses.

Specimen data manuals, CAP 697 for Aeroplanes and CAP 758 for Helicopters, may be used in training courses and for reference during theoretical knowledge examinations. Where the competent authority does not permit the use of these manuals during examinations, alternative data manuals shall be provided to support the relevant questions. Definitions that are included in these data manuals are explained in the relevant manual.

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.