**A. SUBJECT 010 — AIR LAW**

(1) The subjects 'Air law' and 'ATC procedures' are primarily based on ICAO documentation and European Union regulations.

(2) National law should not be taken into account for theoretical-examination purposes; it should remain relevant though during practical training and operational flying.

| **Syllabus reference** | **Syllabus details and associated Learning Objectives** | *Aeroplane* | | *Helicopter* | | | *IR* |
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| | | ATPL | CPL | ATPL/ IR | ATPL | CPL | |
| **010 00 00 00** | **AIR LAW** | | | | | | |
| **010 01 00 00** | **INTERNATIONAL LAW: CONVENTIONS, AGREEMENTS AND ORGANISATIONS** | | | | | | |
| **010 01 01 00** | **The Convention on International Civil Aviation (Chicago) — ICAO DOC 7300** | | | | | | |
| LO | Explain the historical background that led to the establishment of the Convention on International Civil Aviation, Chicago, 7 December 1944. | x | x | x | x | x | |
| **010 01 01 01** | **Part I — Air navigation** | | | | | | |
| LO | Be familiar with the general contents of relevant parts of the following chapters:<br>— general principles and application of the Convention;<br>— flight over territory of Contracting States;<br>— nationality of aircraft;<br>— measures to facilitate air navigation;<br>— conditions to be fulfilled with respect to aircraft;<br>— international standards and recommended practices (SARPs), especially notification of differences and validity of endorsed certificates and licences. | x | x | x | x | x | |
| LO | General principles<br>Describe the application of the following terms in civil aviation:<br>— sovereignty;<br>— territory, high seas, according to the UN Convention on the High Seas. | x | x | x | x | x | |

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| LO | Define the following terms and explain how they apply to ~~i~~nternational air traffic:<br>— right of non-scheduled flight (including the two technical freedoms of the air);<br>— scheduled air services;<br>— cabotage;<br>— landing at customs airports;<br>— applicability of air regulations;<br>— rules of the air;<br>— search of aircraft. | x | x | x | x | x | |
| LO | Describe the duties of Contracting States in relation to:<br>— documents carried on board of the aircraft:<br>• certificate of registration;<br>• certificates of airworthiness;<br>• licences of personnel;<br>• recognition of certificates and licences;<br>— cargo restrictions;<br>— photographic apparatus. | x | x | x | x | x | |
| **010 01 01 02** | **Part II — The International Civil Aviation Organization (ICAO)** | | | | | | |
| LO | Describe the objectives of ICAO. | x | x | x | x | x | |
| LO | Explain the organisation and duties of the ICAO Assembly, Council and Air Navigation Commission (ANC). | x | x | x | x | x | |
| LO | Explain the organisation and duties of the ICAO Headquarters and Regional Offices. | x | x | x | x | x | |
| LO | Describe the worldwide ICAO regions. | x | x | x | x | x | |
| LO | Be familiar with the hierarchy of the ICAO publications (SARPs, Docs):<br>— annexes to the Convention;<br>— documents. | x | x | x | x | x | |
| **010 01 02 00** | **Other conventions and agreements** | | | | | | |
| **010 01 02 01** | **The International Air Services Transit** | | | | | | |

| **Syllabus reference** | **Syllabus details and associated Learning Objectives** | *Aeroplane* | | *Helicopter* | | | *IR* |
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| | **Agreement (ICAO Doc 7500)** | | | | | | |
| LO | Explain the two technical freedoms of the air. | x | x | x | x | x | |
| **010 01 02 02** | **The International Air Transport Agreement** | | | | | | |
| LO | Explain the three commercial freedoms of the air. | x | x | x | x | x | |
| LO | Describe the legal situation within the EU with regard to the Freedoms of the Air. | x | x | x | x | x | |
| **010 01 02 03** | **Suppression of unlawful acts against the safety of civil aviation; the Conventions of Tokyo, Den Haag and Montreal** | | | | | | |
| LO | Explain the facts that led to the Conventions and Supplements concerning unlawful acts against the safety of civil aviation. | x | x | x | x | x | |
| LO | Explain the content of the Convention on Unlawful Acts Committed on Board Aircraft.<br>(Doc 8364 — Convention on Offences and Certain Other Acts Committed on Board Aircraft, Tokyo, 14 September 1963) | x | x | x | x | x | |
| LO | Explain the content of the Convention on Suppression of Unlawful Seizure of Aircraft.<br>(Doc 8920 — Convention for the Suppression of Unlawful Seizure of Aircraft, Den Haag, 16 December 1970, and Protocol for the Suppression of Unlawful Acts against the Safety of Civil Aviation, Montreal, 23 September 1971) | x | x | x | x | x | |
| LO | Explain the content of the Convention on Suppression of Unlawful Acts of Violence | x | x | x | x | x | |

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| | at Airports Serving International Civil Aviation in accordance with Doc 8966 — 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). | | | | | | |
| LO | Describe the measures and actions to be taken by the PIC of an aircraft in order to suppress unlawful acts against the safety of the aircraft.<br>(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** | **Bilateral agreements** | | | | | | |
| LO | Explain the reason for the existence of bilateral agreements for scheduled air transport<br>(Digest of Bilateral Air Transport Agreements, ICAO Doc 9511). | x | | x | x | | |
| **010 01 02 05** | **International private law** | | | | | | |
| LO | Explain the Conventions and Protocols designed to cover liability towards persons and goods in accordance with the Warsaw System based on the Convention for the Unification of Certain Rules Relating to International Carriage by Air, Warsaw, 2 October 1929. | x | x | x | x | x | |
| LO | Explain the legal significance of the issue of a passenger ticket and/or of baggage/cargo documents. | x | x | x | x | x | |
| LO | Describe the consequences for an airline and/or the PIC when a passenger ticket is not issued. | x | x | x | x | x | |

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| LO | Explain that the liability towards persons and goods may be unlimited on the basis of the Montreal Convention of 28 May 1999. | x | x | x | x | x | |
| LO | Explain the consequences of the EU Regulation about passenger rights in case of delay, cancellation or denied boarding. | x | x | x | x | x | |
| LO | Explain the liability limit in relation to destruction, loss, damage or delay of baggage. | x | x | x | x | x | |
| **010 01 02 06** | **Operators' and pilots' liabilities towards persons and goods on the ground in case of damage and injury caused by the operation of the aircraft** | | | | | | |
| LO | Explain the Conventions and Protocols designed to cover liability towards persons and goods on the ground based on the International Convention for rules relating to Damage Caused by aircraft, signed at Rome on 29 May 1933 and on 7 October 1952, and at Montreal on 23 September 1978. | x | x | x | x | x | |
| **010 01 02 07** | **The Convention of Rome (1933) and other documents related to rights in aircraft.** | | | | | | |
| LO | Understand the rules relating to international recognition of rights in aircraft and the rules relating to precautionary arrest of aircraft. | x | x | x | x | x | |
| **010 01 03 00** | **World organisations** | | | | | | |
| **010 01 03 01** | **The International Air Transport Association (IATA)** | | | | | | |
| LO | Describe the general organisation and objectives of IATA. | x | | x | x | | |

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| **010 01 04 00** | **European organisations** | | | | | | |
| **010 01 04 01** | **European Aviation Safety Agency (EASA)** | | | | | | |
| LO | Describe the general organisation and objectives of EASA. | x | x | x | x | x | |
| LO | Describe the role of EASA in European civil aviation. | x | x | x | x | x | |
| LO | Describe the role of the National Aviation Authorities (NAAs) in relation to EASA. | x | x | x | x | x | |
| LO | Give an overview of the EASA Regulations' structure. | x | x | x | x | x | |
| LO | Describe the relationship between EASA, ICAO and other organisations. | x | x | x | x | x | |
| **010 01 04 02** | **EUROCONTROL** | | | | | | |
| LO | Describe the objectives of the Convention relating to the Cooperation for the Safety of Air Navigation (EUROCONTROL) and the Single European Sky (SES) Regulations. | x | x | x | x | x | |
| **010 01 04 03** | **European Civil Aviation Conference (ECAC)** | | | | | | |
| LO | Give a brief summary of the European Civil Aviation Conference (ECAC). | x | x | x | x | x | |
| **010 02 00 00** | **AIRWORTHINESS OF AIRCRAFT** | | | | | | |
| **010 02 01 00** | **ICAO Annex 8 and the related Certification Specifications** | | | | | | |
| LO | Explain the definitions of ICAO Annex 8. | x | x | x | x | x | |
| LO | Explain how the Airworthiness Standards of ICAO Annex 8 and the Certification Specifications (CSs) are related to each other. | x | x | x | x | x | |
| LO | State which aircraft the Standards of | x | x | x | x | x | |

| **Syllabus reference** | **Syllabus details and associated Learning Objectives** | *Aeroplane* | | *Helicopter* | | | *IR* |
|---|---|---|---|---|---|---|---|
| | | ATPL | CPL | ATPL/ IR | ATPL | CPL | |
| | ICAO Annex 8 and the CSs shall apply to. | | | | | | |
| **010 02 02 00** | **Certificate of Airworthiness (CofA)** | | | | | | |
| LO | State the issuing authority of a CofA. | x | x | x | x | x | |
| LO | State the necessity to have a CofA. | x | x | x | x | x | |
| LO | Explain the various elements that are required for a CofA. | x | x | x | x | x | |
| LO | State who shall determine an aircraft's continuing airworthiness. | x | x | x | x | x | |
| LO | Describe how a Certificate of Airworthiness can be renewed or may remain valid. | x | x | x | x | x | |
| **010 03 00 00** | **AIRCRAFT NATIONALITY AND REGISTRATION MARKS** | | | | | | |
| **010 03 01 00** | **Definitions of ICAO Annex 7** | | | | | | |
| LO | Recall the definitions of the following terms:<br>— aircraft;<br>— heavier-than-air aircraft;<br>— State of Registry. | x | x | x | x | x | |
| **010 03 02 00** | **Aircraft nationality, common and registration marks to be used** | | | | | | |
| LO | State the location of nationality and common and registration marks. | x | | x | | | |
| LO | Explain the combination of nationality and registration marks (sequence, use of hyphen). | x | x | x | x | x | |
| LO | State who is responsible for assigning registration marks. | x | x | x | x | x | |
| **010 04 00 00** | **PERSONNEL LICENSING** | | | | | | |
| **010 04 01 00** | **ICAO Annex 1** | | | | | | |
| **010 04 01 01** | **Differences between ICAO Annex 1 and the Aircrew Regulation** | | | | | | |
| LO | Describe the relationship and | x | x | x | x | x | x |

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|---|---|---|---|---|---|---|---|
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| | differences between ICAO Annex 1 and the Aircrew Regulation. | | | | | | |
| **010 04 02 00** | **Part-FCL** | | | | | | |
| **010 04 02 01** | **Definitions** | | | | | | |
| LO | Define the following:<br>category of aircraft, cross-country, dual instruction time, flight time, SPIC, instrument time, instrument flight time, instrument ground time, MCC, multi-pilot aircraft, night, private pilot, proficiency check, renewal, revalidation, skill test, solo flight time, type of aircraft. | x | x | x | x | x | x |
| **010 04 02 02** | **Content and structure** | | | | | | |
| LO | Explain the structure of Part FCL. | x | x | x | x | x | x |
| LO | Understand the difference between Part-FCL and AMC/GM to Part-FCL. | x | x | x | x | x | x |
| LO | Explain the requirements to act as a flight crew member of a civil aircraft registered in a Member State. | x | x | x | x | x | x |
| LO | State to what extent Member States will accept certificates issued by other Member States. | x | x | x | x | x | x |
| LO | List the two factors that are relevant to the exercise of the privileges of a licence. | x | x | x | x | x | x |
| LO | State the circumstances in which a language-proficiency endorsement is required. | x | x | x | x | x | x |
| LO | List the restrictions for licence holders with an age of 60 years or more. | x | x | x | x | x | |
| LO | Explain the term ‘competent authority’. | x | x | x | x | x | x |
| LO | Describe the obligation to carry and present documents (e.g. a flight crew licence) under Part-FCL. | x | x | x | x | x | x |
| **010 04 02 03** | **Commercial Pilot Licence (CPL)** | | | | | | |

| **Syllabus reference** | **Syllabus details and associated Learning Objectives** | *Aeroplane* | | *Helicopter* | | | *IR* |
|---|---|---|---|---|---|---|---|
| | | ATPL | CPL | ATPL/ IR | ATPL | CPL | |
| LO | State the requirements for the issue of a CPL. | x | x | x | x | x | |
| LO | State the privileges of a CPL. | x | x | x | x | x | |
| **010 04 02 04** | **Airline Transport Pilot Licence (ATPL) and Multi-crew Pilot Licence (MPL)** | | | | | | |
| LO | State the requirements for the issue of an ATPL and MPL. | x | | x | x | | |
| LO | State the privileges of an ATPL and MPL. | x | | x | x | | |
| **010 04 02 05** | **Ratings** | | | | | | |
| LO | Explain the requirements for class ratings, their validity and privileges. | x | x | | | | |
| LO | Explain the requirements for type ratings, their validity and privileges. | x | x | x | x | x | |
| LO | Explain the requirements for instrument ratings, their validity and privileges. | x | | x | | | x |
| **010 04 03 00** | **Part-MED** | | | | | | |
| LO | Describe the relevant content of Part-MED — Medical Requirements (administrative parts and requirements related to licensing only). | x | x | x | x | x | x |
| LO | State the requirements for a medical certificate. | x | x | x | x | x | x |
| LO | Name the kind of medical certificate required when exercising the privileges of a CPL or ATPL. | x | x | x | x | x | |
| LO | State the actions to be taken in case of a decrease in medical fitness. | x | x | x | x | x | x |
| **010 05 00 00** | **RULES OF THE AIR** | | | | | | |
| **010 05 01 00** | **Definitions of ICAO Annex 2** | | | | | | |
| LO | Explain the definitions of ICAO Annex 2. | x | x | x | x | x | x |
| **010 05 02 00** | **Applicability of the Rules of the Air** | | | | | | |
| LO | Explain the territorial application of the | x | x | x | x | x | |

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| | | ATPL | CPL | ATPL/ IR | ATPL | CPL | |
| | ICAO Rules of the Air. | | | | | | |
| LO | Explain the compliance with the Rules of the Air. | x | x | x | x | x | |
| LO | State who on board an aircraft is primarily responsible for the operation of the aircraft in accordance with the Rules of the Air. | x | x | x | x | x | |
| LO | Indicate under what circumstances departure from the Rules of the Air may be allowed. | x | x | x | x | x | |
| LO | Explain the duties of the PIC concerning pre-flight actions in case of an IFR flight. | x | | x | | | x |
| LO | State who has the final authority as to the disposition of the aircraft. | x | x | x | x | x | |
| LO | Explain the problematic in the use of psychoactive substances by flight crew members. | x | x | x | x | x | x |
| **010 05 03 00** | **General rules** | | | | | | |
| LO | Describe the rules for the avoidance of collisions. | x | x | x | x | x | |
| LO | Describe the lights to be displayed by aircraft. | x | x | x | x | x | |
| LO | Understand marshalling signals. | x | x | x | x | x | |
| LO | State the basic requirements for minimum height for the flight over congested areas of cities, towns or settlements, or over an open-air assembly of persons. | x | x | x | x | x | |
| LO | Define when the cruising levels shall be expressed in terms of flight levels (FL). | x | x | x | x | x | |
| LO | Define under what circumstances cruising levels shall be expressed in terms of altitudes. | x | x | x | x | x | |
| LO | Explain the limitation for proximity to | x | x | x | x | x | |

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| | other aircraft and the right-of-way rules, including holding at runway-holding positions and lighted stop bars. | | | | | | |
| LO | Describe the meaning of light signals displayed to and by the aircraft. | x | x | x | x | x | |
| LO | Describe the requirements when carrying out simulated instrument flights. | x | | x | | | x |
| LO | Indicate the basic rules for an aircraft operating on and in the vicinity of an aerodrome (AD). | x | x | x | x | x | |
| LO | Explain the requirements for the submission of an ATS flight plan. | x | x | x | x | x | |
| LO | Explain why a time check has to be obtained before the flight. | x | x | x | x | x | x |
| LO | Explain the actions to be taken in case of flight-plan change or delay. | x | x | x | x | x | x |
| LO | State the actions to be taken in case of inadvertent changes to track, true airspeed (TAS) and time estimate affecting the current flight plan. | x | x | x | x | x | x |
| LO | Explain the procedures for closing a flight plan. | x | x | x | x | x | |
| LO | State for which flights an air traffic control clearance shall be obtained. | x | x | x | x | x | |
| LO | State how a pilot may request an air traffic control clearance. | x | x | x | x | x | |
| LO | State the action to be taken if an air traffic control clearance is not satisfactory to a pilot-in-command. | x | x | x | x | x | |
| LO | Describe the required actions to be carried out if the continuation of a controlled VFR flight in VMC is not practicable anymore. | x | | x | | | x |
| LO | Describe the provisions for transmitting | x | x | x | x | x | x |

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| | a position report to the appropriate ATS unit including time of transmission and normal content of the message. | | | | | | |
| LO | Describe the necessary action when an aircraft experiences a COM failure. | x | x | x | x | x | x |
| LO | State what information an aircraft being subjected to unlawful interference shall give to the appropriate ATS unit. | x | x | x | x | x | x |
| **010 05 04 00** | **Visual Flight Rules (VFRs)** | | | | | | |
| LO | Describe the Visual Flight Rules as contained in Chapter 4 of ICAO Annex 2. | x | x | x | x | x | |
| **010 05 05 00** | **Instrument Flight Rules (IFRs)** | | | | | | |
| LO | Describe the Instrument Flight Rules as contained in Chapter 5 of ICAO Annex 2. | x | | x | | | x |
| **010 05 06 00** | **Interception of civil aircraft** | | | | | | |
| LO | List the possible reasons for intercepting a civil aircraft. | x | x | x | x | x | |
| LO | State what primary action should be carried out by an intercepted aircraft. | x | x | x | x | x | |
| LO | State which frequency should primarily be tried in order to contact an intercepting aircraft. | x | x | x | x | x | |
| LO | State on which mode and code a transponder on board the intercepted aircraft should be operated. | x | x | x | x | x | |
| LO | Recall the interception signals and phrases. | x | x | x | x | x | |
| **010 06 00 00** | **PROCEDURES FOR AIR NAVIGATION SERVICES — AIRCRAFT OPERATIONS (PANS-OPS)** | | | | | | |
| **010 06 01 00** | **Foreword and introduction** | | | | | | |
| LO | Translate the term ‘PANS-OPS’ into plain language. | x | | x | | | x |

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| | | ATPL | CPL | ATPL/ IR | ATPL | CPL | |
| LO | State the general aim of PANS-OPS Flight Procedures (ICAO Doc 8168, Volume I). | x | | x | | | x |
| **010 06 02 00** | **Definitions and abbreviations** | | | | | | |
| LO | Recall all definitions included in ICAO Doc 8168, Volume I, Part I, Chapter 1. | x | | x | | | x |
| LO | Interpret all abbreviations as shown in ICAO Doc 8168, Volume I, Part I, Chapter 2. | x | | x | | | x |
| **010 06 03 00** | **Departure procedures** | | | | | | |
| **010 06 03 01** | **General criteria (assuming all engines operating)** | | | | | | |
| LO | Name the factors dictating the design of instrument-departure procedures. | x | | x | | | x |
| LO | Explain in which situations the criteria for omnidirectional departures are applied. | x | | x | | | x |
| **010 06 03 02** | **Standard instrument departures (SIDs)** | | | | | | |
| LO | Define the terms ‘straight departure’ and ‘turning departure’. | x | | x | | | x |
| LO | State the responsibility of the operator when unable to utilise the published departure procedures. | x | | x | | | x |
| **010 06 03 03** | **Omnidirectional departures** | | | | | | |
| LO | Explain when the ‘omnidirectional method’ is used for departure. | x | | x | | | x |
| LO | Describe the solutions when an omnidirectional procedure is not possible. | x | | x | | | x |
| **010 06 03 04** | **Published information** | | | | | | |
| LO | State the conditions for the publication of a SID and/or RNAV route. | x | | x | | | x |
| LO | Describe how omnidirectional departures are expressed in the | x | | x | | | x |

| Syllabus reference | Syllabus details and associated Learning Objectives | *Aeroplane* | | *Helicopter* | | | *IR* |
|---|---|---|---|---|---|---|---|
| | | ATPL | CPL | ATPL/ IR | ATPL | CPL | |
| | appropriate publication. | | | | | | |
| **010 06 03 05** | **Area Navigation (RNAV) departure procedures and RNP-based departures** | | | | | | |
| LO | Explain the relationship between RNAV/RNP-based departure procedures and those for approaches. | x | | x | | | x |
| **010 06 04 00** | **Approach procedures** | | | | | | |
| **010 06 04 01** | **General criteria** | | | | | | |
| LO | General criteria (except the table 'Speeds for procedure calculations') of the approach procedure design:<br>— instrument approach areas;<br>— accuracy of fixes;<br>— fixes formed by intersections;<br>— intersection fix-tolerance factors;<br>— other fix-tolerance factors;<br>— approach area splays;<br>— descent gradient. | x | | x | | | x |
| LO | Name the five possible segments of an instrument approach procedure. | x | | x | | | x |
| LO | Give reasons for establishing aircraft categories for the approach. | x | | x | | | x |
| LO | 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'. | x | | x | | | x |
| LO | State the minimum obstacle clearance provided by the minimum sector altitudes (MSAs) established for an aerodrome. | x | | x | | | x |
| LO | Describe the point of origin, shape, size and subdivisions of the area used for MSAs. | x | | x | | | x |
| LO | State that a pilot shall apply wind corrections when carrying out an | x | | x | | | x |

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| | | ATPL | CPL | ATPL/ IR | ATPL | CPL | |
| | instrument-approach procedure. | | | | | | |
| LO | Name the most significant performance factor influencing the conduct of instrument-approach procedures. | x | | x | | | x |
| LO | Explain why a pilot should not descend below OCA/Hs which are established for:<br>— precision-approach procedures;<br>— non-precision-approach procedures;<br>— visual (circling) procedures. | x | | x | | | x |
| LO | Describe in general terms the relevant factors for the calculation of operational minima. | x | | x | | | x |
| LO | Translate the following acronyms into plain language:<br>DA, DH, OCA, OCH, MDA, MDH, MOC, DA/H, OCA/H, MDA/H. | x | | x | | | x |
| LO | Explain the relationship between the terms:<br>DA, DH, OCA, OCH, MDA, MDH, MOC, DA/H, OCA/H, MDA/H. | x | | x | | | x |
| **010 06 04 02** | **Approach-procedure design** | | | | | | |
| LO | Describe how the vertical cross section for each of the five approach segments is broken down into the various areas. | x | | x | | | x |
| LO | State within which area of the cross section the Minimum Obstacle Clearance (MOC) is provided for the whole width of the area. | x | | x | | | x |
| LO | Define the terms ‘IAF’, ‘IF’, ‘FAF’, ‘MAPt’ and ‘TP’. | x | | x | | | x |
| LO | Name the area within which the plotted point of an intersection fix may lie. | x | | x | | | x |
| LO | Explain by which factors the dimensions of an intersection fix are determined. | x | | x | | | x |
| LO | State the accuracy of facilities providing | x | | x | | | x |

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| | | ATPL | CPL | ATPL/ IR | ATPL | CPL | |
| | track (VOR, ILS, NDB). | | | | | | |
| LO | Describe the 'other fix-tolerance factors': surveillance radar (Terminal Area Radar (TAR)), En Route Surveillance Radar (RSR), DME, 75 MHz marker beacon, fixes overhead a station (VOR, NDB). | x | | x | | | x |
| LO | Describe the basic information relating to approach-area splays. | x | | x | | | x |
| LO | State the optimum descent gradient (preferred for a precision approach) in degrees and per cent. | x | | x | | | x |
| **010 06 04 03** | **Arrival and approach segments** | | | | | | |
| LO | Name the five standard segments of an instrument APP procedure and state the beginning and end for each of them. | x | | x | | | x |
| LO | Describe where an ARR route normally ends. | x | | x | | | x |
| LO | State whether or not omnidirectional or sector arrivals can be provided. | x | | x | | | x |
| LO | Explain the main task of the initial APP segment. | x | | x | | | x |
| LO | Describe the maximum angle of interception between the initial APP segment and the intermediate APP segment (provided at the intermediate fix) for a precision approach and a non-precision approach. | x | | x | | | x |
| LO | Describe the main task of the intermediate APP segment. | x | | x | | | x |
| LO | State the main task of the final APP segment. | x | | x | | | x |
| LO | Name the two possible aims of a final APP. | x | | x | | | x |
| LO | Explain the term 'final approach point' in | x | | x | | | x |

| **Syllabus reference** | **Syllabus details and associated Learning Objectives** | *Aeroplane* | | *Helicopter* | | | *IR* |
|---|---|---|---|---|---|---|---|
| | | ATPL | CPL | ATPL/ IR | ATPL | CPL | |
| | case of an ILS approach. | | | | | | |
| LO | State what happens if an ILS GP becomes inoperative during the APP. | x | | x | | | x |
| **010 06 04 04** | **Missed approach** | | | | | | |
| LO | Name the three phases of a missed-approach procedure and describe their geometric limits. | x | | x | | | x |
| LO | Describe the main task of a missed-approach procedure. | x | | x | | | x |
| LO | State at which height/altitude the missed approach is assured to be initiated. | x | | x | | | x |
| LO | Define the term 'missed approach point (MAPt)'. | x | | x | | | x |
| LO | Describe how an MAPt may be established in an approach procedure. | x | | x | | | x |
| LO | State the pilot's reaction if, upon reaching the MAPt, the required visual reference is not established. | x | | x | | | x |
| LO | Describe what a pilot is expected to do in the event a missed approach is initiated prior to arriving at the MAPt. | x | | x | | | x |
| LO | State whether the pilot is obliged to cross the MAPt at the height/altitude required by the procedure or whether they are allowed to cross the MAPt at an altitude/height greater than that required by the procedure. | x | | x | | | x |
| **010 06 04 05** | **Visual manoeuvring (circling) in the vicinity of the aerodrome** | | | | | | |
| LO | Describe what is meant by 'visual manoeuvring (circling)'. | x | | x | | | x |
| LO | Describe how a prominent obstacle in the visual manoeuvring (circling) area outside the final-approach and missed- | x | | x | | | x |

| **Syllabus reference** | **Syllabus details and associated Learning Objectives** | *Aeroplane* | | *Helicopter* | | | *IR* |
|---|---|---|---|---|---|---|---|
| | | ATPL | CPL | ATPL/ IR | ATPL | CPL | |
| | approach area has to be considered for the visual circling. | | | | | | |
| LO | State for which category of aircraft the obstacle-clearance altitude/ height within an established visual-manoeuvring (circling) area is determined. | x | | x | | | x |
| LO | Describe how an MDA/H is specified for visual manoeuvring (circling) if the OCA/H is known. | x | | x | | | x |
| LO | State the conditions to be fulfilled before descending below MDA/H in a visual-manoeuvring (circling) approach. | x | | x | | | x |
| LO | Describe why there can be no single procedure designed that will cater for conducting a circling approach in every situation. | x | | x | | | x |
| LO | State how the pilot is expected to behave after initial visual contact during a visual manoeuvring (circling). | x | | x | | | x |
| LO | Describe what the pilot is expected to do if visual reference is lost while circling to land from an instrument approach. | x | | x | | | x |
| **010 06 04 06** | **Area Navigation (RNAV) approach procedures based on VOR/DME** | | | | | | |
| LO | Describe the provisions that must be fulfilled before carrying out VOR/DME RNAV approaches. | x | | x | | | x |
| LO | Explain the disadvantages of the VOR/DME RNAV system. | x | | x | | | x |
| LO | List the factors the navigational accuracy of the VOR/DME RNAV system depends on. | x | | x | | | x |
| LO | State whether the VOR/DME/RNAV approach is a precision or a non- | x | | x | | | x |

| **Syllabus reference** | **Syllabus details and associated Learning Objectives** | *Aeroplane* | | *Helicopter* | | | *IR* |
|---|---|---|---|---|---|---|---|
| | | ATPL | CPL | ATPL/ IR | ATPL | CPL | |
| | precision procedure. | | | | | | |
| **010 06 04 07** | **Use of FMS/RNAV equipment to follow conventional non-precision approach procedures** | | | | | | |
| LO | State the provisions for flying the conventional non-precision approach procedures using FMS/RNAV equipment. | x | | x | | | x |
| **010 06 05 00** | **Holding procedures** | | | | | | |
| **010 06 05 01** | **Entry and holding** | | | | | | |
| LO | Explain why deviations from the in-flight procedures of a holding established in accordance with Doc 8168 are dangerous. | x | | x | | | x |
| LO | State that if for any reasons a pilot is unable to conform to the procedures for normal conditions laid down for any particular holding pattern, they should advise ATC as early as possible. | x | | x | | | x |
| LO | Describe how right-turn holdings can be transferred to left-turn holding patterns. | x | | x | | | x |
| LO | Describe the shape and terminology associated with the holding pattern. | x | | x | | | x |
| LO | State the bank angle and rate of turn to be used whilst flying in a holding pattern. | x | | x | | | x |
| LO | Explain why pilots in a holding pattern should attempt to maintain tracks and how this can be achieved. | x | | x | | | x |
| LO | Describe where outbound timing begins in a holding pattern. | x | | x | | | x |
| LO | State where the outbound leg in a holding terminates if the outbound leg is based on DME. | x | | x | | | x |
| LO | Describe the three heading-entry sectors for entries into a holding pattern. | x | | x | | | x |

| **Syllabus reference** | **Syllabus details and associated Learning Objectives** | *Aeroplane* | | *Helicopter* | | | *IR* |
|---|---|---|---|---|---|---|---|
| | | ATPL | CPL | ATPL/ IR | ATPL | CPL | |
| LO | Define the terms 'parallel entry', 'offset entry' and 'direct entry'. | x | | x | | | x |
| LO | Determine the correct entry procedure for a given holding pattern. | x | | x | | | x |
| LO | State the still air time for flying the outbound entry heading with or without DME. | x | | x | | | x |
| LO | Describe what the pilot is expected to do when clearance is received specifying the time of departure from the holding point. | x | | x | | | x |
| **010 06 05 02** | **Obstacle clearance (except table)** | | | | | | |
| LO | Describe the layout of the basic holding area, entry area and buffer area of a holding pattern. | x | | x | | | x |
| LO | 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. | x | | x | | | x |
| **010 06 06 00** | **Altimeter-setting procedures** | | | | | | |
| **010 06 06 01** | **Basic requirements and procedures** | | | | | | |
| LO | Describe the two main objectives of altimeter settings. | x | x | x | x | x | x |
| LO | Define the terms 'QNH' and 'QFE'. | x | x | x | x | x | x |
| LO | Describe the different terms for altitude or flight levels respectively which are the references during climb or descent to change the altimeter setting from QNH to 1013.2 hPa and vice versa. | x | x | x | x | x | x |
| LO | Define the term 'Flight Level (FL)'. | x | x | x | x | x | x |
| LO | State where flight level zero shall be located. | x | x | x | x | x | x |

| **Syllabus reference** | **Syllabus details and associated Learning Objectives** | *Aeroplane* | | *Helicopter* | | | *IR* |
|---|---|---|---|---|---|---|---|
| | | ATPL | CPL | ATPL/ IR | ATPL | CPL | |
| LO | State the interval by which consecutive flight levels shall be separated. | x | x | x | x | x | x |
| LO | Describe how flight levels are numbered. | x | x | x | x | x | x |
| LO | Define the term 'Transition Altitude'. | x | x | x | x | x | x |
| LO | State how Transition Altitudes shall normally be specified. | x | x | x | x | x | x |
| LO | Explain how the height of the Transition Altitude is calculated and expressed in practice. | x | x | x | x | x | x |
| LO | State where Transition Altitudes shall be published. | x | x | x | x | x | x |
| LO | Define the term 'Transition Level'. | x | x | x | x | x | x |
| LO | State when the Transition Level is normally passed on to the aircraft. | x | x | x | x | x | x |
| LO | State how the vertical position of the aircraft shall be expressed at or below the Transition Altitude and Transition Level. | x | x | x | x | x | x |
| LO | Define the term 'Transition Layer'. | x | x | x | x | x | x |
| LO | Describe when the vertical position of an aircraft passing through the transition layer shall be expressed in terms of flight levels and when in terms of altitude. | x | x | x | x | x | x |
| LO | State when the QNH altimeter setting shall be made available to departing aircraft. | x | x | x | x | x | x |
| LO | Explain when the vertical separation of an aircraft during en route flight shall be assessed in terms of altitude and when in terms of flight levels. | x | x | x | x | x | x |
| LO | Explain when, in air–ground communications during an en route flight, the vertical position of an aircraft shall be expressed in terms of altitude | x | x | x | x | x | x |

| **Syllabus reference** | **Syllabus details and associated Learning Objectives** | *Aeroplane* | | *Helicopter* | | | *IR* |
|---|---|---|---|---|---|---|---|
| | | ATPL | CPL | ATPL/ IR | ATPL | CPL | |
| | and when in terms of flight levels. | | | | | | |
| LO | Describe why QNH altimeter-setting reports should be provided from sufficient locations. | x | x | x | x | x | x |
| LO | State how a QNH altimeter setting shall be made available to aircraft approaching a controlled aerodrome for landing. | x | x | x | x | x | x |
| LO | State under which circumstances the vertical position of an aircraft above the transition level may be referenced to altitudes. | x | x | x | x | x | x |
| **010 06 06 02** | **Procedures for operators and pilots** | | | | | | |
| LO | State the three requirements that selected altitudes or selected flight levels should have. | x | x | x | x | x | x |
| LO | Describe a pre-flight operational test in case of QNH setting and in case of QFE setting including indication (error) tolerances referred to the different test ranges. | x | x | x | x | x | x |
| LO | State on which setting at least one altimeter shall be set prior to take-off. | x | x | x | x | x | x |
| LO | State where during the climb the altimeter setting shall be changed from QNH to 1013.2 hPa. | x | x | x | x | x | x |
| LO | Describe when a pilot of an aircraft intending to land at an AD shall obtain the transition level. | x | x | x | x | x | x |
| LO | Describe when a pilot of an aircraft intending to land at an AD shall obtain the actual QNH altimeter setting. | x | x | x | x | x | x |
| LO | State where the altimeter settings shall be changed from 1013.2 hPa to QNH during descent for landing. | x | x | x | x | x | x |

| **Syllabus reference** | **Syllabus details and associated Learning Objectives** | *Aeroplane* | | *Helicopter* | | | *IR* |
|---|---|---|---|---|---|---|---|
| | | ATPL | CPL | ATPL/ IR | ATPL | CPL | |
| **010 06 07 00** | **Simultaneous operation on parallel or near-parallel instrument runways** | | | | | | |
| LO | Describe the difference between independent and dependent parallel approaches. | x | x | x | x | x | x |
| LO | Describe the following different operations:<br>— simultaneous instrument departures;<br>— segregated parallel approaches/departures;<br>— semi-mixed and mixed operations. | x | x | x | x | x | x |
| LO | Know about 'NOZ' and 'NTZ'. | x | x | x | x | x | x |
| LO | Name the aircraft equipment requirements for conducting parallel instrument approaches. | x | x | x | x | x | x |
| LO | State under which circumstances parallel instrument approaches may be conducted. | x | x | x | x | x | x |
| LO | State the radar requirements for simultaneous, independent, parallel instrument approaches and how weather conditions effect these. | x | x | x | x | x | x |
| LO | State the maximum angle of interception for an ILS localiser CRS or MLS final APP track in case of simultaneous, independent, parallel instrument approaches. | x | x | x | x | x | x |
| LO | Describe the special conditions for tracks on missed approach procedures and departures in case of simultaneous, parallel operations. | x | x | x | x | x | x |
| **010 06 08 00** | **Secondary surveillance radar (transponder) operating procedures** | | | | | | |
| **010 06 08 01** | **Operation of transponders** | | | | | | |
| LO | State when and where the pilot shall | x | x | x | x | x | x |

| **Syllabus reference** | **Syllabus details and associated Learning Objectives** | *Aeroplane* | | *Helicopter* | | | *IR* |
|---|---|---|---|---|---|---|---|
| | | ATPL | CPL | ATPL/ IR | ATPL | CPL | |
| | operate the transponder. | | | | | | |
| LO | State the modes and codes that the pilot shall operate in the absence of any ATC directions or regional air navigation agreements. | x | x | x | x | x | x |
| LO | Indicate when the pilot shall operate Mode C. | x | x | x | x | x | x |
| LO | State when the pilot shall 'SQUAWK IDENT'. | x | x | x | x | x | x |
| LO | State the transponder mode and code to indicate:<br>— a state of emergency;<br>— a communication failure;<br>— unlawful interference. | x | x | x | x | x | x |
| LO | Describe the consequences of a transponder failure in flight. | x | x | x | x | x | x |
| LO | State the primary action of the pilot in the case of an unserviceable transponder before departure when no repair or replacement at the given aerodrome is possible. | x | x | x | x | x | x |
| **010 06 08 02** | **Operation of ACAS equipment** | | | | | | |
| LO | Describe the main reason for using ACAS. | x | x | x | x | x | x |
| LO | Indicate whether the 'use of ACAS indications' described in Doc 8168 is absolutely mandatory. | x | x | x | x | x | x |
| LO | Explain the pilots' reaction required to allow ACAS to fulfil its role of assisting pilots in the avoidance of potential collisions. | x | x | x | x | x | x |
| LO | Explain why pilots shall not manoeuvre their aircraft in response to Traffic Advisories only. | x | x | x | x | x | x |
| LO | Explain the significance of Traffic Advisories in view of possible Resolution Advisories. | x | x | x | x | x | x |
| LO | State why a pilot should follow Resolution Advisories immediately. | x | x | x | x | x | x |

| **Syllabus reference** | **Syllabus details and associated Learning Objectives** | *Aeroplane* | | *Helicopter* | | | *IR* |
|---|---|---|---|---|---|---|---|
| | | ATPL | CPL | ATPL/ IR | ATPL | CPL | |
| LO | List the reasons which may force a pilot to disregard a Resolution Advisory. | x | x | x | x | x | x |
| LO | Decide how a pilot shall react if there is a conflict between Resolution Advisories in case of an ACAS/ACAS coordinated encounter Resolution Advisories. | x | x | x | x | x | x |
| LO | Explain the importance of instructing ATC immediately that a Resolution Advisory has been followed. | x | x | x | x | x | x |
| LO | Explain the duties of a pilot as far as ATC is concerned when a Resolution Advisory situation is resolved. | x | x | x | x | x | x |
| **010 07 00 00** | **AIR TRAFFIC SERVICES AND AIR TRAFFIC MANAGEMENT** | | | | | | |
| **010 07 01 00** | **ICAO Annex 11 — Air Traffic Services** | | | | | | |
| **010 07 01 01** | **Definitions** | | | | | | |
| LO | Recall the definitions given in ICAO Annex 11. | x | x | x | x | x | x |
| **010 07 01 02** | **General** | | | | | | |
| LO | Name the objectives of Air Traffic Services (ATS). | x | x | x | x | x | x |
| LO | Describe the three basic types of Air Traffic Services. | x | x | x | x | x | x |
| LO | Describe the three basic types of Air Traffic Control services (ATC). | x | x | x | x | x | x |
| LO | Indicate when aerodrome control towers shall provide an accurate time check to pilots. | x | x | x | x | x | x |
| LO | State on which frequencies a pilot can expect ATS to contact them in case of an emergency. | x | x | x | x | x | x |
| LO | Understand the procedure for the transfer of an aircraft from one ATC unit to another. | x | x | x | x | x | |
| **010 07 01 03** | **Airspace** | | | | | | |
| LO | Describe the purpose for establishing FIRs including UIRs. | x | x | x | x | x | x |
| LO | Understand the various rules and | x | x | x | x | x | x |

| **Syllabus reference** | **Syllabus details and associated Learning Objectives** | *Aeroplane* | | *Helicopter* | | | *IR* |
|---|---|---|---|---|---|---|---|
| | | ATPL | CPL | ATPL/ IR | ATPL | CPL | |
| | services that apply to the various classes of airspace. | | | | | | |
| LO | Explain which airspace shall be included in an FIR or UIR. | x | x | x | x | x | x |
| LO | State the designation for those portions of the airspace where flight information service (FIS) and alerting service shall be provided. | x | x | x | x | x | x |
| LO | State the designations for those portions of the airspace where ATC service shall be provided. | x | x | x | x | x | x |
| LO | Indicate whether or not CTAs and CTRs designated within an FIR shall form part of that FIR. | x | x | x | x | x | x |
| LO | Name the lower limit of a CTA as far as ICAO standards are concerned. | x | x | x | x | x | x |
| LO | State whether or not the lower limit of a CTA has to be established uniformly. | x | x | x | x | x | x |
| LO | 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. | x | x | x | x | x | x |
| LO | Describe in general the lateral limits of CTRs. | x | x | x | x | x | x |
| LO | State the minimum extension (in NM) of the lateral limits of a CTR. | x | x | x | x | x | x |
| LO | State the upper limits of a CTR located within the lateral limits of a CTA. | x | x | x | x | x | x |
| **010 07 01 04** | **Air Traffic Control services** | | | | | | |
| LO | Name all classes of airspace in which ATC shall be provided. | x | x | x | x | x | x |
| LO | Name the ATS units providing ATC service (area control service, approach control service, aerodrome control service). | x | x | x | x | x | x |
| LO | Describe which unit(s) may be assigned with the task to provide specified services on the apron. | x | x | x | x | x | x |
| LO | Name the purpose of clearances issued | x | x | x | x | x | x |

| **Syllabus reference** | **Syllabus details and associated Learning Objectives** | *Aeroplane* | | *Helicopter* | | | *IR* |
|---|---|---|---|---|---|---|---|
| | | ATPL | CPL | ATPL/ IR | ATPL | CPL | |
| | by an ATC unit. | | | | | | |
| LO | Describe the aim of clearances issued by ATC with regard to IFR, VFR or special VFR flights, and refer to the different airspaces. | x | x | x | x | x | x |
| LO | List the various (five possible) parts of an ATC clearance. | x | x | x | x | x | x |
| LO | Describe the various aspects of clearance coordination. | x | x | x | x | x | x |
| LO | State how ATC shall react when it becomes apparent that traffic, additional to that already accepted, cannot be accommodated within a given period of time at a particular location or in a particular area, or can only be accommodated at a given rate. | x | x | x | x | x | x |
| LO | Explain why the movement of persons, vehicles and towed aircraft on the manoeuvring area of an AD shall be controlled by the AD TWR (as necessary). | x | x | x | x | x | x |
| **010 07 01 05** | **Flight Information Service (FIS)** | | | | | | |
| LO | State for which aircraft FIS shall be provided. | x | x | x | x | x | x |
| LO | State whether or not FIS shall include the provision of pertinent SIGMET and AIRMET information. | x | x | x | x | x | x |
| LO | State which information FIS shall include in addition to SIGMET and AIRMET information. | x | x | x | x | x | x |
| LO | Indicate which other information the FIS shall include in addition to the special information given in ANNEX 11. | x | x | x | x | x | x |
| LO | Name the three major types of operational FIS broadcasts. | x | x | x | x | x | x |
| LO | Give the meaning of the acronym ATIS in plain language. | x | x | x | x | x | x |
| LO | Show that you are acquainted with the basic conditions for transmitting an ATIS as indicated in ANNEX 11. | x | x | x | x | x | x |

| **Syllabus reference** | **Syllabus details and associated Learning Objectives** | *Aeroplane* | | *Helicopter* | | | *IR* |
|---|---|---|---|---|---|---|---|
| | | ATPL | CPL | ATPL/ IR | ATPL | CPL | |
| LO | Mention the four possible ATIS messages. | x | x | x | x | x | x |
| LO | List the basic information concerning ATIS broadcasts (e.g. frequencies used, number of ADs included, updating, identification, acknowledgment of receipt, language and channels, ALT setting). | x | x | x | x | x | x |
| LO | Understand the content of an ATIS message and the factors involved. | x | x | x | x | x | |
| LO | State the reasons and circumstances when an ATIS message shall be updated. | x | x | x | x | x | x |
| **010 07 01 06** | **Alerting service** | | | | | | |
| LO | Indicate who provides the alerting service. | x | x | x | x | x | |
| LO | State who is responsible for initiating the appropriate emergency phase. | x | x | x | x | x | |
| LO | Indicate the aircraft to which alerting service shall be provided. | x | x | x | x | x | |
| LO | Name the unit which shall be notified by the responsible ATS unit immediately when an aircraft is considered to be in a state of emergency. | x | x | x | x | x | |
| LO | Name the three stages of emergency and describe the basic conditions for each kind of emergency. | x | x | x | x | x | |
| LO | Demonstrate knowledge of the meaning of the expressions INCERFA, ALERFA and DETRESFA. | x | x | x | x | x | |
| LO | Describe the limiting conditions for the information of aircraft in the vicinity of an aircraft being in a state of emergency. | x | x | x | x | x | |
| **010 07 01 07** | **Principles governing RNP and ATS route designators** | | | | | | |
| LO | State the meaning of the expressions RNP 4, RNP 1, etc. | x | x | x | x | x | |
| LO | State the factors that RNP is based on. | x | x | x | x | x | |
| LO | Describe the reason for establishing a | x | x | x | x | x | |

| Syllabus reference | Syllabus details and associated Learning Objectives | *Aeroplane* | | *Helicopter* | | | *IR* |
|---|---|---|---|---|---|---|---|
| | | ATPL | CPL | ATPL/ IR | ATPL | CPL | |
| | system of route designators and Required Navigation Performance (RNP). | | | | | | |
| LO | State whether or not a prescribed RNP type is considered an integral part of the ATS route designator. | x | x | x | x | x | |
| LO | Demonstrate general knowledge of the composition of an ATS route designator. | x | x | x | x | x | |
| **010 07 02 00** | **ICAO Document 4444 — Air Traffic Management** | | | | | | |
| **010 07 02 01** | **Foreword (Scope and purpose)** | | | | | | |
| LO | Explain in plain language the meaning of the acronym 'PANS-ATM'. | x | x | x | x | x | x |
| LO | State whether or not the procedures prescribed in ICAO Doc 4444 are directed exclusively to ATS services personnel. | x | x | x | x | x | x |
| LO | Describe the relationship between ICAO Doc 4444 and other documents. | x | x | x | x | x | x |
| LO | State whether or not a clearance issued by ATC units does include prevention of collision with terrain, and if there is an exception to this, name the exception. | x | x | x | x | x | x |
| **010 07 02 02** | **Definitions** | | | | | | |
| LO | Recall all definitions given in Doc 4444 except the following:<br>accepting unit/controller, AD taxi circuit, aeronautical fixed service (AFS), aeronautical fixed station, air-taxiing, allocation, approach funnel, assignment, data convention, data processing, discrete code, D-value, flight status, ground effect, receiving unit/controller, sending unit/controller, transfer of control point, transferring unit/controller, unmanned free balloon. | x | x | x | x | x | x |
| **010 07 02 03** | **ATS system capacity and Air Traffic Flow Management (ATFM)** | | | | | | |
| LO | Explain when and where ATFM service shall be implemented. | x | x | x | x | x | x |
| **010 07 02 04** | **General provisions for Air Traffic** | | | | | | |

| **Syllabus reference** | **Syllabus details and associated Learning Objectives** | *Aeroplane* | | *Helicopter* | | | *IR* |
|---|---|---|---|---|---|---|---|
| | | ATPL | CPL | ATPL/ IR | ATPL | CPL | |
| | **Services** | | | | | | |
| LO | Describe who is responsible for the provision of flight information and alerting service within a Flight Information Region (FIR) within controlled airspace and at controlled aerodromes. | x | x | x | x | x | x |
| **010 07 02 05** | **ATC clearances** | | | | | | |
| LO | Explain 'the sole scope and purpose' of an ATC clearance. | x | x | x | x | x | x |
| LO | State which information the issue of an ATC clearance is based on. | x | x | x | x | x | x |
| LO | Describe what a PIC should do if an ATC clearance is not suitable. | x | x | x | x | x | x |
| LO | Indicate who bears the responsibility for adhering to the applicable rules and regulations whilst flying under the control of an ATC unit. | x | x | x | x | x | x |
| LO | Name the two primary purposes of clearances issued by ATC units. | x | x | x | x | x | x |
| LO | State why clearances must be issued 'early enough' to en route aircraft. | x | x | x | x | x | x |
| LO | Explain what is meant by the expression 'clearance limit'. | x | x | x | x | x | x |
| LO | Explain the meaning of the phrases 'cleared via flight planned route', 'cleared via (designation) departure' and 'cleared via (designation) arrival' in an ATC clearance. | x | x | x | x | x | x |
| LO | List which items of an ATC clearance shall always be read back by the flight crew. | x | x | x | x | x | x |
| **010 07 02 06** | **Horizontal speed control instructions** | | | | | | |
| LO | Explain the reason for speed control by ATC. | x | x | x | x | x | x |
| LO | Define the maximum speed changes that ATC may impose. | x | x | x | x | x | x |
| LO | State within which distance from the threshold the PIC must not expect any kind of speed control. | x | x | x | x | x | x |
| **010 07 02 07** | **Change from IFR to VFR flight** | | | | | | |

| **Syllabus reference** | **Syllabus details and associated Learning Objectives** | *Aeroplane* | | *Helicopter* | | | *IR* |
|---|---|---|---|---|---|---|---|
| | | ATPL | CPL | ATPL/ IR | ATPL | CPL | |
| LO | Explain how the change from IFR to VFR can be initiated by the PIC. | x | | x | | | x |
| LO | Indicate the expected reaction of the appropriate ATC unit upon a request to change from IFR to VFR. | x | | x | | | x |
| **010 07 02 08** | **Wake turbulence** | | | | | | |
| LO | State the wake-turbulence categories of aircraft. | x | x | x | x | x | x |
| LO | State the wake-turbulence separation minima. | x | x | x | x | x | x |
| LO | Describe how a 'heavy' aircraft shall indicate this in the initial radio-telephony contact with ATS. | x | x | x | x | x | x |
| **010 07 02 09** | **Altimeter-setting procedures** | | | | | | |
| LO | Define the following terms:<br>— transition level;<br>— transition layer; and<br>— transition altitude. | x | x | x | x | x | x |
| LO | Indicate how the vertical position of an aircraft in the vicinity of an aerodrome shall be expressed at or below the transition altitude, at or above the transition level, and while climbing or descending through the transition layer. | x | x | x | x | x | x |
| LO | Describe when the height of an aircraft using QFE during an NDB approach is referred to the landing threshold instead of the aerodrome elevation. | x | x | x | x | x | x |
| LO | Indicate how far altimeter settings provided to aircraft shall be rounded up or down. | x | x | x | x | x | x |
| LO | Define the expression 'lowest usable flight level'. | x | x | x | x | x | x |
| LO | Determine how the vertical position of an aircraft on an en route flight is expressed at or above the lowest usable flight level and below the lowest usable flight level. | x | x | x | x | x | x |

| **Syllabus reference** | **Syllabus details and associated Learning Objectives** | *Aeroplane* | | *Helicopter* | | | *IR* |
|---|---|---|---|---|---|---|---|
| | | ATPL | CPL | ATPL/ IR | ATPL | CPL | |
| LO | State who establishes the transition level to be used in the vicinity of an aerodrome. | x | x | x | x | x | x |
| LO | Decide how and when a flight crew member shall be informed about the transition level. | x | x | x | x | x | x |
| LO | State whether or not the pilot can request the transition level to be included in the approach clearance. | x | x | x | x | x | x |
| LO | State in what kind of clearance the QNH altimeter setting shall be included. | x | x | x | x | x | x |
| **010 07 02 10** | **Position reporting** | | | | | | |
| LO | Describe when position reports shall be made by an aircraft flying on routes defined by designated significant points. | x | x | x | x | x | x |
| LO | List the six items that are normally included in a voice position report. | x | x | x | x | x | x |
| LO | Name the requirements for using a simplified position report with flight level, next position (and time over) and ensuing significant points omitted. | x | x | x | x | x | x |
| LO | Name the item of a position report which must be forwarded to ATC with the initial call after changing to a new frequency. | x | x | x | x | x | x |
| LO | Indicate the item of a position report which may be omitted if SSR Mode C is used. | x | x | x | x | x | x |
| LO | Explain in which circumstances the indicated airspeed should be included in a position report. | x | x | x | x | x | x |
| LO | Explain the meaning of the acronym ‘ADS’. | x | x | x | x | x | x |
| LO | State to which unit an ADS report shall be made. | x | x | x | x | x | x |

| **Syllabus reference** | **Syllabus details and associated Learning Objectives** | *Aeroplane* | | *Helicopter* | | | *IR* |
|---|---|---|---|---|---|---|---|
| | | ATPL | CPL | ATPL/ IR | ATPL | CPL | |
| LO | Describe how ADS reports shall be made. | x | x | x | x | x | x |
| LO | 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). | x | x | x | x | x | x |
| **010 07 02 11** | **Reporting of operational and meteorological information** | | | | | | |
| LO | List the occasions when special air reports shall be made. | x | x | x | x | x | x |
| **010 07 02 12** | **Separation methods and minima** | | | | | | |
| LO | Explain the general provisions for the separation of controlled traffic. | x | | x | | | x |
| LO | Name the different kinds of separation used in aviation. | x | | x | | | x |
| LO | Understand the difference between the type of separation provided within the various classes of airspace and the various types of flight. | x | | x | | | x |
| LO | State who is responsible for the avoidance of collision with other aircraft when operating in VMC. | x | | x | | | x |
| LO | State the ICAO documents in which details of current separation minima are prescribed. | x | | x | | | x |
| LO | Describe how vertical separation is obtained. | x | | x | | | x |
| LO | State the required vertical separation minimum. | x | | x | | | x |
| LO | Describe how the cruising levels of aircraft flying to the same destination and in the expected approach sequence are correlated with each other. | x | | x | | | x |
| LO | Name the conditions that must be adhered to when two aircraft are cleared to | x | | x | | | x |

| **Syllabus reference** | **Syllabus details and associated Learning Objectives** | *Aeroplane* | | *Helicopter* | | | *IR* |
|---|---|---|---|---|---|---|---|
| | | ATPL | CPL | ATPL/ IR | ATPL | CPL | |
| | maintain a specified vertical separation between them during climb or descent. | | | | | | |
| LO | List the two main methods for horizontal separation. | x | | x | | | x |
| LO | Describe how lateral separation of aircraft at the same level may be obtained. | x | | x | | | x |
| LO | Explain the term 'geographical separation'. | x | | x | | | x |
| LO | Describe track separation between aircraft using the same navigation aid or method. | x | | x | | | x |
| LO | Describe the three basic means for the establishment of longitudinal separation. | x | | x | | | x |
| LO | Describe the circumstances under which a reduction in separation minima may be allowed. | x | | x | | | x |
| LO | Indicate the standard horizontal radar separation in NM. | x | | x | | | x |
| LO | Describe the method of the Mach-number technique. | x | | | | | |
| LO | State the wake-turbulence radar separation for aircraft in the APP and DEP phases of a flight when an aircraft is operating directly behind another aircraft at the same ALT or less than 300 m (1 000 ft) below. | x | | x | | | x |
| **010 07 02 13** | **Separation in the vicinity of aerodromes** | | | | | | |
| LO | Define the expression 'Essential Local Traffic'. | x | x | x | x | x | x |
| LO | State which possible decision the PIC may choose to take if departing aircraft are expedited by suggesting a take-off direction which is not 'into the wind'. | x | x | x | x | x | x |

| **Syllabus reference** | **Syllabus details and associated Learning Objectives** | *Aeroplane* | | *Helicopter* | | | *IR* |
|---|---|---|---|---|---|---|---|
| | | ATPL | CPL | ATPL/ IR | ATPL | CPL | |
| LO | State the condition to enable ATC to initiate a visual approach for an IFR flight. | x | x | x | x | x | x |
| LO | Indicate whether or not separation shall be provided by ATC between an aircraft executing a visual approach and other arriving or departing aircraft. | x | x | x | x | x | x |
| LO | 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 forwarded to them by ATC. | x | x | x | x | x | x |
| LO | Describe which flight level should be assigned to an aircraft first arriving over a holding fix for landing. | x | x | x | x | x | x |
| LO | Talk about the priority that shall be given to aircraft for a landing. | x | x | x | x | x | x |
| LO | Understand the situation when a pilot of an aircraft in an approach sequence indicates their intention to hold for weather improvements. | x | x | x | x | x | x |
| LO | Explain the term 'Expected Approach Time' and the procedures for its use. | x | x | x | x | x | x |
| LO | State the reasons which could probably lead to the decision to use another take-off or landing direction than the one into the wind. | x | x | x | x | x | x |
| LO | Name the possible consequences for a PIC if the 'RWY-in-use' is not considered suitable for the operation involved. | x | x | x | x | x | x |
| **010 07 02 14** | **Miscellaneous separation procedures** | | | | | | |
| LO | Be familiar with the separation of aircraft holding in flight. | x | x | x | x | x | x |
| LO | Be familiar with the minimum separation between departing aircraft. | x | x | x | x | x | x |

| **Syllabus reference** | **Syllabus details and associated Learning Objectives** | *Aeroplane* | | *Helicopter* | | | *IR* |
|---|---|---|---|---|---|---|---|
| | | ATPL | CPL | ATPL/ IR | ATPL | CPL | |
| LO | Be familiar with the minimum separation between departing and arriving aircraft. | x | x | x | x | x | x |
| LO | Be familiar with the non-radar wake-turbulence longitudinal separation minima. | x | x | x | x | x | x |
| LO | Know about a clearance to 'maintain own separation' while in VMC. | x | x | x | x | x | x |
| LO | Give a brief description of 'essential traffic' and 'essential traffic information'. | x | x | x | x | x | x |
| LO | Describe the circumstances under which a reduction in separation minima may be allowed. | x | x | x | x | x | x |
| **010 07 02 15** | **Arriving and departing aircraft** | | | | | | |
| LO | List the elements of information which shall be transmitted to an aircraft as early as practicable if an approach for landing is intended. | x | x | x | x | x | x |
| LO | List the information to be transmitted to an aircraft at the commencement of final approach. | x | x | x | x | x | x |
| LO | List the information to be transmitted to an aircraft during final approach. | x | x | x | x | x | x |
| LO | Acquaint yourself with all the information regarding arriving and/or departing aircraft on parallel or near-parallel runways, including knowledge about NTZ and NOZ and the various combinations of parallel arrivals and/or departures. | x | x | x | x | x | x |
| LO | State the sequence of priority between aircraft landing (or in the final stage of an approach to land) and aircraft intending to depart. | x | x | x | x | x | x |
| LO | Explain the factors that influence the approach sequence. | x | x | x | x | x | x |

| **Syllabus reference** | **Syllabus details and associated Learning Objectives** | *Aeroplane* | | *Helicopter* | | | *IR* |
|---|---|---|---|---|---|---|---|
| | | ATPL | CPL | ATPL/ IR | ATPL | CPL | |
| LO | State the significant changes in the meteorological conditions in the take-off or climb-out area that shall be transmitted without delay to a departing aircraft. | x | x | x | x | x | x |
| LO | Describe what information shall be forwarded to a departing aircraft as far as visual or non-visual aids are concerned. | x | x | x | x | x | x |
| LO | State the significant changes that shall be transmitted as early as practicable to an arriving aircraft, particularly changes in the meteorological conditions. | x | x | x | x | x | x |
| **010 07 02 16** | **Procedures for aerodrome control service** | | | | | | |
| LO | Describe the general tasks of the Aerodrome Control Tower (TWR) when issuing information and clearances to aircraft under its control. | x | x | x | x | x | x |
| LO | List for which aircraft and their given positions or flight situations the TWR shall prevent collisions. | x | x | x | x | x | x |
| LO | Name the operational failure or irregularity of AD equipment which shall be reported to the TWR immediately. | x | x | x | x | x | x |
| LO | State that, after a given period of time, the TWR shall report to the ACC or FIC if an aircraft does not land as expected. | x | x | x | x | x | x |
| LO | Describe the procedures to be observed by the TWR whenever VFR operations are suspended. | x | x | x | x | x | x |
| LO | Explain the term ‘RWY-in-use’ and its selection. | x | x | x | x | x | x |
| LO | List the information the TWR should give to an aircraft:<br>— prior to taxiing for take-off;<br>— prior to take-off;<br>— prior to entering the traffic circuit. | x | x | x | x | x | x |

| **Syllabus reference** | **Syllabus details and associated Learning Objectives** | *Aeroplane* | | *Helicopter* | | | *IR* |
|---|---|---|---|---|---|---|---|
| | | ATPL | CPL | ATPL/ IR | ATPL | CPL | |
| LO | Explain that a report of surface wind direction given to a pilot by the TWR is magnetic. | x | x | x | x | x | x |
| LO | Explain the exact meaning of the expression ‘runway vacated’. | x | x | x | x | x | x |
| **010 07 02 17** | **Radar services** | | | | | | |
| LO | State to what extent the use of radar in air traffic services may be limited. | x | x | x | x | x | x |
| LO | State what radar-derived information shall be available for display to the controller as a minimum. | x | x | x | x | x | x |
| LO | Name the two basic identification procedures used with radar. | x | x | x | x | x | x |
| LO | Define the term ‘PSR’. | x | x | x | x | x | x |
| LO | Describe the circumstances under which an aircraft provided with radar service should be informed of its position. | x | x | x | x | x | x |
| LO | List the possible forms of position information passed on to the aircraft by radar services. | x | x | x | x | x | x |
| LO | Define the term ‘radar vectoring’. | x | x | x | x | x | x |
| LO | State the aims of radar vectoring as shown in ICAO Doc 4444. | x | x | x | x | x | x |
| LO | State how radar vectoring shall be achieved. | x | x | x | x | x | x |
| LO | Describe the information which shall be given to an aircraft when radar vectoring is terminated and the pilot is instructed to resume own navigation. | x | x | x | x | x | x |
| LO | Explain the procedures for the conduct of Surveillance Radar Approaches (SRA). | x | x | x | x | x | x |
| LO | Describe what kind of action (concerning the transponder) the pilot is expected to perform in case of emergency if they | x | x | x | x | x | x |

| **Syllabus reference** | **Syllabus details and associated Learning Objectives** | *Aeroplane* | | *Helicopter* | | | *IR* |
|---|---|---|---|---|---|---|---|
| | | ATPL | CPL | ATPL/ IR | ATPL | CPL | |
| | have previously been directed by ATC to operate the transponder on a specific code. | | | | | | |
| **010 07 02 18** | **Air traffic advisory service** | | | | | | |
| LO | Describe the objective and basic principles of the air traffic advisory service. | x | x | x | x | x | x |
| LO | State to which aircraft air traffic advisory service shall be provided. | x | x | x | x | x | x |
| LO | Explain why air traffic advisory service does not deliver 'clearances' but only 'advisory information'. | x | x | x | x | x | x |
| **010 07 02 19** | **Procedures related to emergencies, communication failure and contingencies** | | | | | | |
| LO | State the mode and code of SSR equipment a pilot might operate in a (general) state of emergency or (specifically) in case the aircraft is subject to unlawful interference. | x | x | x | x | x | x |
| LO | State the special rights an aircraft in a state of emergency can expect from ATC. | x | x | x | x | x | x |
| LO | Describe the expected action of aircraft after receiving a broadcast from ATS concerning the emergency descent of an aircraft. | x | x | x | x | x | x |
| LO | State how it can be ascertained, in case of a failure of two-way communication, whether the aircraft is able to receive transmissions from the ATS unit. | x | x | x | x | x | x |
| LO | Explain the assumption based on which separation shall be maintained if an aircraft is known to experience a COM failure in VMC or in IMC. | x | x | x | x | x | x |
| LO | State on which frequencies appropriate information, for an aircraft encountering | x | x | x | x | x | x |

| Syllabus reference | Syllabus details and associated Learning Objectives | *Aeroplane* | | *Helicopter* | | | *IR* |
|---|---|---|---|---|---|---|---|
| | | ATPL | CPL | ATPL/ IR | ATPL | CPL | |
| | two-way COM failure, shall be sent by ATS. | | | | | | |
| LO | Describe the expected actions of an ATS unit after having been informed that an aircraft is being intercepted in or outside its area of responsibility. | x | x | x | x | x | x |
| LO | State what is meant by the expression 'strayed aircraft' and 'unidentified aircraft'. | x | x | x | x | x | x |
| LO | Explain the minimum level for fuel-dumping and the reasons for this. | x | x | x | x | x | x |
| LO | Explain the possible request of ATC to an aircraft to change its RTF call sign. | x | x | x | x | x | x |
| **010 07 02 20** | **Miscellaneous procedures** | | | | | | |
| LO | Explain the meaning of 'AIRPROX'. | x | x | x | x | x | x |
| LO | Determine the task of an air traffic incident report. | x | x | x | x | x | x |
| **010 08 00 00** | **AERONAUTICAL INFORMATION SERVICE** | | | | | | |
| **010 08 01 00** | **Introduction** | | | | | | |
| LO | State, in general terms, the objective of the Aeronautical Information Service. | x | x | x | x | x | x |
| **010 08 02 00** | **Definitions of ICAO Annex 15** | | | | | | |
| LO | Recall the following definitions:<br>Aeronautical Information Circular (AIC), Aeronautical Information Publication (AIP), AIP amendment, AIP supplement, 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. | x | x | x | x | x | x |

| **Syllabus reference** | **Syllabus details and associated Learning Objectives** | *Aeroplane* | | *Helicopter* | | | *IR* |
|---|---|---|---|---|---|---|---|
| | | ATPL | CPL | ATPL/ IR | ATPL | CPL | |
| **010 08 03 00** | **General** | | | | | | |
| LO | State during which period of time aeronautical information service 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. | x | x | x | x | x | x |
| LO | Name (in general) the kind of aeronautical information/data which an AIS service shall make available in a suitable form to flight crews. | x | x | x | x | x | x |
| LO | Summarise the duties of aeronautical information service concerning aeronautical information data for the territory of the State. | x | x | x | x | x | x |
| LO | Understand the principles of WGS 84. | x | x | x | x | x | x |
| **010 08 04 00** | **Integrated Aeronautical Information Package** | | | | | | |
| LO | Name the different elements that make up an Integrated Aeronautical Information Package. | x | x | x | x | x | x |
| **010 08 04 01** | **Aeronautical Information Publication (AIP)** | | | | | | |
| LO | State the primary purpose of the AIP. | x | x | x | x | x | x |
| LO | Name the different parts of the AIP. | x | x | x | x | x | x |
| LO | State in which main part of the AIP the following information can be found:<br>— differences from the ICAO Standards, Recommended Practices and Procedures;<br>— location indicators, aeronautical information services, minimum flight altitude, VOLMET service, SIGMET service;<br>— general rules and procedures (especially general rules, VFR, IFR, | x | x | x | x | x | x |

| **Syllabus reference** | **Syllabus details and associated Learning Objectives** | *Aeroplane* | | *Helicopter* | | | *IR* |
|---|---|---|---|---|---|---|---|
| | | ATPL | CPL | ATPL/ IR | ATPL | CPL | |
| | ALT-setting procedure, interception of civil aircraft, unlawful interference, air traffic incidents);<br>— ATS airspace (especially FIR, UIR, TMA);<br>— ATS routes (especially lower ATS routes, upper ATS routes, area navigation routes);<br>— aerodrome data including aprons, TWYs and check locations/positions data;<br>— navigation warnings (especially prohibited, restricted and danger areas);<br>— aircraft instruments, equipment and flight documents;<br>— AD surface-movement guidance and control system and markings;<br>— RWY physical characteristics, declared distances, APP and RWY lighting;<br>— AD radio navigation and landing aids;<br>— charts related to an AD;<br>— entry, transit and departure of aircraft, passengers, crew and cargo. | | | | | | |
| LO | State how permanent changes to the AIP shall be published. | x | x | x | x | x | x |
| LO | Explain what kind of information shall be published in the form of AIP Supplements. | x | x | x | x | x | x |
| LO | Describe how conspicuousness of AIP Supplement pages is achieved. | x | x | x | x | x | x |
| **010 08 04 02** | **NOTAMs** | | | | | | |
| LO | Describe how information shall be published which in principle would belong to NOTAMs but includes extensive text and/or graphics. | x | x | x | x | x | x |
| LO | Summarise essential information which | x | x | x | x | x | x |

| **Syllabus reference** | **Syllabus details and associated Learning Objectives** | *Aeroplane* | | *Helicopter* | | | *IR* |
|---|---|---|---|---|---|---|---|
| | | ATPL | CPL | ATPL/ IR | ATPL | CPL | |
| | leads to the issuance of a NOTAM. | | | | | | |
| LO | State to whom NOTAMs shall be distributed. | x | x | x | x | x | x |
| LO | Explain how information regarding snow, ice and standing water on AD pavements shall be reported. | x | x | x | x | x | x |
| LO | Describe the means by which NOTAMs shall be distributed. | x | x | x | x | x | x |
| LO | State which information an ASHTAM may contain. | x | x | x | x | x | x |
| **010 08 04 03** | **Aeronautical Information Regulation and Control (AIRAC)** | | | | | | |
| LO | List the circumstances under which the information concerned shall or should be distributed as AIRAC. | x | x | x | x | x | x |
| LO | State the sequence in which AIRACs shall be issued and state how many days before the effective date the information shall be distributed by AIS. | x | x | x | x | x | x |
| **010 08 04 04** | **Aeronautical Information Circulars (AICs)** | | | | | | |
| LO | Describe the reasons for the publication of AICs. | x | x | x | x | x | x |
| LO | Explain the organisation and standard colour codes of AICs. | x | x | x | x | x | x |
| LO | Explain the normal publication cycle of AICs. | x | x | x | x | x | x |
| **010 08 04 05** | **Pre-flight and post-flight information/ data** | | | | | | |
| LO | List (in general) which details shall be included in the aeronautical information provided for pre-flight planning purposes at the appropriate ADs. | x | x | x | x | x | x |
| LO | Summarise the additional current | x | x | x | x | x | x |

| **Syllabus reference** | **Syllabus details and associated Learning Objectives** | *Aeroplane* | | *Helicopter* | | | *IR* |
|---|---|---|---|---|---|---|---|
| | | ATPL | CPL | ATPL/ IR | ATPL | CPL | |
| | information relating to the AD of departure that shall be provided as pre-flight information. | | | | | | |
| LO | Describe how a recapitulation of current NOTAM and other information of urgent character shall be made available to flight crews. | x | x | x | x | x | x |
| LO | State which post-flight information from aircrews shall be submitted to AIS for distribution as required by the circumstances. | x | x | x | x | x | x |
| **010 09 00 00** | **AERODROMES (ICAO Annex 14, Volume I — Aerodrome Design and Operations)** | | | | | | |
| **010 09 01 00** | **General** | | | | | | |
| LO | Recognise all definitions of ICAO Annex 14 **except** the following:<br>accuracy, cyclic redundancy check, data quality, effective intensity, ellipsoid height (geodetic height), geodetic datum, geoid, geoid undulation, integrity (aeronautical data), light failure, lighting system reliability, orthometric height, station declination, usability factor, Reference code. | x | x | x | x | x | x |
| LO | Describe, in general terms, the intent of the AD reference code as well as its composition of two elements. | x | x | x | x | x | x |
| **010 09 02 00** | **Aerodrome data** | | | | | | |
| **010 09 02 01** | **Aerodrome reference point** | | | | | | |
| LO | Describe where the aerodrome reference point shall be located and where it shall normally remain. | x | x | x | x | x | x |
| **010 09 02 02** | **Pavement strengths** | | | | | | |
| LO | Explain the terms PCN and ACN and | x | x | x | x | x | x |

| **Syllabus reference** | **Syllabus details and associated Learning Objectives** | *Aeroplane* | | *Helicopter* | | | *IR* |
|---|---|---|---|---|---|---|---|
| | | ATPL | CPL | ATPL/ IR | ATPL | CPL | |
| | describe their mutual dependence. | | | | | | |
| LO | Describe how the bearing strength for an aircraft with an apron mass equal to or less than 5 700 kg shall be reported. | x | x | x | x | x | x |
| **010 09 02 03** | **Declared distances** | | | | | | |
| LO | List the four most important declared RWY distances and indicate where you can find guidance on their calculation in ICAO Annex 14. | x | x | x | x | x | x |
| LO | Recall the definitions for the four main declared distances. | x | x | x | x | x | x |
| **010 09 02 04** | **Condition of the movement area and related facilities** | | | | | | |
| LO | Understand the purpose of informing AIS and ATS units about the condition of the movement area and related facilities. | x | x | x | x | x | x |
| LO | 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. | x | x | x | x | x | x |
| LO | Describe the four different types of water deposit on runways. | x | x | x | x | x | x |
| LO | Name the three defined states of frozen water on the RWY. | x | x | x | x | x | x |
| LO | Understand the five levels of braking action including the associated coefficients and codes. | x | x | x | x | x | |
| **010 09 03 00** | **Physical characteristics** | | | | | | |
| **010 09 03 01** | **Runways** | | | | | | |
| LO | Describe where a threshold should normally be located. | x | x | x | x | x | x |
| LO | Acquaint yourself with the general considerations concerning runways | x | x | x | x | x | x |

| **Syllabus reference** | **Syllabus details and associated Learning Objectives** | *Aeroplane* | | *Helicopter* | | | *IR* |
|---|---|---|---|---|---|---|---|
| | | ATPL | CPL | ATPL/ IR | ATPL | CPL | |
| | associated with a stopway or clearway. | | | | | | |
| LO | State where in Annex 14 you can find detailed information about the required runway width dependent upon code number and code letter. | x | x | x | x | x | x |
| **010 09 03 02** | **Runway strips** | | | | | | |
| LO | Explain the term 'runway strip'. | x | x | x | x | x | x |
| **010 09 03 03** | **Runway-end safety area** | | | | | | |
| LO | Explain the term 'RWY-end safety area'. | x | x | x | x | x | x |
| **010 09 03 04** | **Clearway** | | | | | | |
| LO | Explain the term 'clearway'. | x | x | x | x | x | x |
| **010 09 03 05** | **Stopway** | | | | | | |
| LO | Explain the term 'stopway'. | x | x | x | x | x | x |
| **010 09 03 06** | **Radio-altimeter operating area** | | | | | | |
| LO | Describe where a radio-altimeter operating area should be established and how far it should extend laterally and longitudinally. | x | x | x | x | x | x |
| **010 09 03 07** | **Taxiways** | | | | | | |
| LO | Describe the condition which must be fulfilled to maintain the required clearance between the outer main wheels of an aircraft and the edge of the taxiway. | x | x | x | x | x | x |
| LO | Describe the reasons and the requirements for rapid-exit taxiways. | x | x | x | x | x | x |
| LO | State the reason for a taxiway widening in curves. | x | x | x | x | x | x |
| LO | Explain when and where holding bays should be provided. | x | x | x | x | x | x |
| LO | Describe where runway holding positions shall be established. | x | x | x | x | x | x |

| **Syllabus reference** | **Syllabus details and associated Learning Objectives** | *Aeroplane* | | *Helicopter* | | | *IR* |
|---|---|---|---|---|---|---|---|
| | | ATPL | CPL | ATPL/ IR | ATPL | CPL | |
| LO | Define the term 'road holding position'. | x | x | x | x | x | x |
| LO | Describe where intermediate taxiway holding positions should be established. | x | x | x | x | x | x |
| **010 09 04 00** | **Visual aids for navigation** | | | | | | |
| **010 09 04 01** | **Indicators and signalling devices** | | | | | | |
| LO | Describe the wind-direction indicators with which ADs shall be equipped. | x | x | x | x | x | x |
| LO | Describe a landing-direction indicator. | x | x | x | x | x | x |
| LO | Explain the capabilities of a signalling lamp. | x | x | x | x | x | x |
| LO | State which characteristics a signal area should have. | x | x | x | x | x | x |
| LO | Interpret all indications and signals that may be used in a signals area. | x | x | x | x | x | x |
| **010 09 04 02** | **Markings** | | | | | | |
| LO | Name the colours used for the various markings (RWY, TWY, aircraft stands, apron safety lines). | x | x | x | x | x | x |
| LO | State where a RWY designation marking shall be provided and how it is designed. | x | x | x | x | x | x |
| LO | Describe the application and characteristics of:<br>— RWY-centre-line markings;<br>— THR marking;<br>— touchdown-zone marking;<br>— RWY-side-stripe marking;<br>— TWY-centre-line marking;<br>— runway holding position marking;<br>— intermediate holding position marking;<br>— aircraft-stand markings;<br>— apron safety lines;<br>— road holding position marking;<br>— mandatory instruction marking;<br>— information marking. | x | x | x | x | x | x |
| **010 09 04 03** | **Lights** | | | | | | |

| **Syllabus reference** | **Syllabus details and associated Learning Objectives** | *Aeroplane* | | *Helicopter* | | | *IR* |
|---|---|---|---|---|---|---|---|
| | | ATPL | CPL | ATPL/ IR | ATPL | CPL | |
| LO | Describe mechanical safety considerations regarding elevated approach lights and elevated RWY, stopway and taxiway lights. | x | x | x | x | x | x |
| LO | Describe the relationship of the intensity of RWY lighting, the approach-lighting system and the use of a separate intensity control for different lighting systems. | x | x | x | x | x | x |
| LO | List the conditions for the installation of an AD beacon and describe its general characteristics. | x | x | x | x | x | x |
| LO | Name the different kinds of operations for which a simple APP lighting system shall be used. | x | x | x | x | x | x |
| LO | Describe the basic installations of a simple APP lighting system including the dimensions and distances normally used. | x | x | x | x | x | x |
| LO | Describe the principle of a precision APP category I lighting system including information such as location and characteristics.<br>*Remark: This includes the 'Calvert' system with additional crossbars.* | x | x | x | x | x | x |
| LO | Describe the principle of a precision APP category II and III lighting system including information such as location and characteristics, especially mentioning the inner 300 m of the system. | x | | | | | |
| LO | Describe the wing bars of PAPI and APAPI. | x | x | x | x | x | x |
| LO | Interpret what the pilot will see during approach using PAPI, APAPI, T-VASIS and AT-VASIS. | x | x | x | x | x | x |
| LO | Interpret what the pilot will see during approach using HAPI. | | | x | x | x | |
| LO | Explain the application and characteristics of: | x | x | x | x | x | x |

| **Syllabus reference** | **Syllabus details and associated Learning Objectives** | *Aeroplane* | | *Helicopter* | | | *IR* |
|---|---|---|---|---|---|---|---|
| | | ATPL | CPL | ATPL/ IR | ATPL | CPL | |
| | — RWY-edge lights;<br>— RWY-threshold and wing-bar lights;<br>— RWY-end lights;<br>— RWY-centre-line lights;<br>— RWY-lead-in lights;<br>— RWY-touchdown-zone lights;<br>— stopway lights;<br>— taxiway-centre-line lights;<br>— taxiway-edge lights;<br>— stop bars;<br>— intermediate holding position lights;<br>— RWY-guard lights;<br>— road holding position lights. | | | | | | |
| LO | Understand the timescale within which aeronautical ground lights shall be made available to arriving aircraft. | x | x | x | x | x | |
| **010 09 04 04** | **Signs** | | | | | | |
| LO | State the general purpose for installing signs. | x | x | x | x | x | x |
| LO | Explain which signs are the only ones on the movement area utilising red. | x | x | x | x | x | x |
| LO | List the provisions for illuminating signs. | x | x | x | x | x | x |
| LO | State the purpose for installing mandatory instruction signs. | x | x | x | x | x | x |
| LO | Name the kind of signs which shall be included in the mandatory instruction signs. | x | x | x | x | x | x |
| LO | Name the colours used for mandatory instruction signs. | x | x | x | x | x | x |
| LO | Describe by which sign a pattern ‘A’ runway-holding position (i.e. at an intersection of a taxiway and a non-instrument, non-precision approach or take-off RWY) marking shall be supplemented. | x | x | x | x | x | x |
| LO | Describe by which sign a pattern ‘B’ | x | x | x | x | x | x |

| **Syllabus reference** | **Syllabus details and associated Learning Objectives** | *Aeroplane* | | *Helicopter* | | | *IR* |
|---|---|---|---|---|---|---|---|
| | | ATPL | CPL | ATPL/ IR | ATPL | CPL | |
| | runway-holding position (i.e. at an intersection of a taxiway and a precision approach RWY) marking shall be supplemented. | | | | | | |
| LO | Describe the location of:<br>— a RWY designation sign at a taxiway/RWY intersection;<br>— a 'NO ENTRY' sign;<br>— a RWY holding position sign. | x | x | x | x | x | x |
| LO | Name the sign with which it shall be indicated that a taxiing aircraft is about to infringe an obstacle-limitation surface or to interfere with the operation of radio navigation aids (e.g. ILS/MLS critical/sensitive area). | x | x | x | x | x | x |
| LO | Describe the various possible inscriptions on RWY designation signs and on holding-position signs. | x | x | x | x | x | x |
| LO | Describe the inscription on an intermediate holding-position sign on a taxiway. | x | x | x | x | x | x |
| LO | State when information signs shall be provided. | x | x | x | x | x | x |
| LO | Describe the colours used in connection with information signs. | x | x | x | x | x | x |
| LO | Describe the possible inscriptions on information signs. | x | x | x | x | x | x |
| LO | Explain the application, location and characteristics of aircraft stand-identification signs. | x | x | x | x | x | x |
| LO | Explain the application, location and characteristics of road holding-position signs. | x | x | x | x | x | x |
| **010 09 04 05** | **Markers** | | | | | | |
| LO | Explain why markers located near a runway or taxiway shall be limited to | x | x | x | x | x | x |

| **Syllabus reference** | **Syllabus details and associated Learning Objectives** | *Aeroplane* | | *Helicopter* | | | *IR* |
|---|---|---|---|---|---|---|---|
| | | ATPL | CPL | ATPL/ IR | ATPL | CPL | |
| | their height. | | | | | | |
| LO | Explain the application and characteristics of:<br>— unpaved RWY-edge markers;<br>— TWY-edge markers;<br>— TWY-centre-line markers;<br>— unpaved TWY-edge markers;<br>— boundary markers;<br>— stopway-edge markers. | x | x | x | x | x | x |
| **010 09 05 00** | **Visual aids for denoting obstacles** | | | | | | |
| **010 09 05 01** | **Marking of objects** | | | | | | |
| LO | State how fixed or mobile objects shall be marked if colouring is not practicable. | x | x | x | x | x | x |
| LO | Describe marking by colours (fixed or mobile objects). | x | x | x | x | x | x |
| LO | Explain the use of markers for the marking of objects, overhead wires, cables, etc. | x | x | x | x | x | x |
| LO | Explain the use of flags for the marking of objects. | x | x | x | x | x | x |
| **010 09 05 02** | **Lighting of objects** | | | | | | |
| LO | Name the different types of lights to indicate the presence of objects which must be lighted. | x | x | x | x | x | x |
| LO | State the time period(s) of the 24 hours of a day during which high-intensity lights are intended for use. | x | x | x | x | x | x |
| LO | Describe (in general terms) the location of obstacle lights. | x | x | x | x | x | x |
| LO | 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. | x | x | x | x | x | x |
| LO | State where you can find information | x | x | x | x | x | x |

| **Syllabus reference** | **Syllabus details and associated Learning Objectives** | *Aeroplane* | | *Helicopter* | | | *IR* |
|---|---|---|---|---|---|---|---|
| | | ATPL | CPL | ATPL/ IR | ATPL | CPL | |
| | about lights to be displayed by aircraft. | | | | | | |
| **010 09 06 00** | **Visual aids for denoting restricted use of areas** | | | | | | |
| LO | Describe the colours and meaning of 'closed markings' on RWYs and taxiways. | x | x | x | x | x | x |
| LO | State how the pilot of an aircraft moving on the surface of a taxiway, holding bay or apron shall be warned that the shoulders of these surfaces are 'non-load-bearing'. | x | x | x | x | x | x |
| LO | Describe the pre-threshold marking (including colours) when the surface before the threshold is not suitable for normal use by aircraft. | x | x | x | x | x | x |
| **010 09 07 00** | **Aerodromes operational services, equipment and installations** | | | | | | |
| **010 09 07 01** | **Rescue and Firefighting (RFF)** | | | | | | |
| LO | Name the principal objective of a rescue and firefighting service. | x | x | x | x | x | x |
| LO | List the most important factors bearing on effective rescue in a survivable aircraft accident. | x | x | x | x | x | x |
| LO | Explain the basic information the AD category (for rescue and firefighting) depends upon. | x | x | x | x | x | x |
| LO | Describe what is meant by the term 'response time' and state its normal and maximum limits. | x | x | x | x | x | x |
| LO | State the reasons for emergency-access roads and for satellite firefighting stations. | x | x | x | x | x | x |
| **010 09 07 02** | **Apron management service** | | | | | | |
| LO | Describe the reason for providing a special apron management service and state what has to be observed if the AD control tower | x | x | x | x | x | x |

| **Syllabus reference** | **Syllabus details and associated Learning Objectives** | *Aeroplane* | | *Helicopter* | | | *IR* |
|---|---|---|---|---|---|---|---|
| | | ATPL | CPL | ATPL/ IR | ATPL | CPL | |
| | is not participating in the apron management service. | | | | | | |
| LO | State who has a right-of-way against vehicles operating on an apron. | x | x | x | x | x | x |
| **010 09 07 03** | **Ground-servicing of aircraft** | | | | | | |
| LO | Describe the necessary actions during the ground-servicing of an aircraft with regard to the possible event of a fuel fire. | 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** | | | | | | |
| LO | List the four types of ‘declared distances’ on a runway and also the appropriate abbreviations. | x | x | x | x | x | x |
| LO | Explain the circumstances which lead to the situation that the four declared distances on a runway are equal to the length of the runway. | x | x | x | x | x | x |
| LO | Describe the influence of a clearway, stopway and/or displaced threshold upon the four ‘declared distances’. | x | x | x | x | x | x |
| **010 09 08 02** | **Radio-altimeter operating areas** | | | | | | |
| LO | Describe the purpose of a radio-altimeter operating area. | x | x | x | x | x | x |
| LO | Describe the physical characteristics of a radio-altimeter operating area. | x | x | x | x | x | x |
| LO | Describe the dimensions of a radio-altimeter operating area. | x | x | x | x | x | x |
| LO | Describe the position of a radio-altimeter operating area. | x | x | x | x | x | x |
| **010 09 08 03** | **Approach lighting systems** | | | | | | |
| LO | Name the two main groups of approach | x | x | x | x | x | x |

| **Syllabus reference** | **Syllabus details and associated Learning Objectives** | *Aeroplane* | | *Helicopter* | | | *IR* |
|---|---|---|---|---|---|---|---|
| | | ATPL | CPL | ATPL/ IR | ATPL | CPL | |
| | lighting systems. | | | | | | |
| LO | Describe the two different versions of a simple approach lighting system. | x | x | x | x | x | x |
| LO | Describe the two different basic versions of precision approach lighting systems for CAT I. | x | x | x | x | x | x |
| LO | Describe the diagram of the inner 300 m of the precision approach lighting system in the case of CAT II and III. | x | | | | | |
| LO | Describe how the arrangement of an approach lighting system and the location of the appropriate threshold are interrelated between each other. | x | x | x | x | x | x |
| **010 10 00 00** | **FACILITATION (ICAO Annex 9)** | | | | | | |
| **010 10 01 00** | **General** | | | | | | |
| **010 10 01 01** | **Foreword** | | | | | | |
| LO | Explain the aim of ANNEX 9 as indicated in the Foreword. | x | x | x | x | x | |
| **010 10 01 02** | **Definitions (ICAO Annex 9)** | | | | | | |
| LO | Understand the definitions. | x | x | x | x | x | |
| **010 10 02 00** | **Entry and departure of aircraft** | | | | | | |
| **010 10 02 01** | **General Declaration** | | | | | | |
| LO | Describe the purpose and use of aircraft documents — as far as the ‘General Declaration’ is concerned. | x | x | x | x | x | |
| LO | State whether or not a ‘General Declaration’ will be required by a Contracting State under normal circumstances. | x | x | x | x | x | |
| LO | State the kind of information concerning crew members whenever a ‘General Declaration’ is required by a Contracting State. | x | x | x | x | x | |
| **010 10 02 02** | **Entry and departure of crew** | | | | | | |
| LO | Explain entry requirements for crew. | x | x | x | x | x | |
| LO | Explain the reasons for the use of Crew Member Certificates (CMC) for flight crews | x | x | x | x | x | |

| **Syllabus reference** | **Syllabus details and associated Learning Objectives** | *Aeroplane* | | *Helicopter* | | | *IR* |
|---|---|---|---|---|---|---|---|
| | | ATPL | CPL | ATPL/ IR | ATPL | CPL | |
| | and cabin attendants engaged in International Air Transport. | | | | | | |
| LO | Explain in which cases Contracting States shall accept the CMC as an identity document instead of a passport or visa. | x | x | x | x | x | |
| LO | State whether the entry privileges for crews of scheduled international air services can be extended to other flight crews of aircraft operated for remuneration or hire but not engaged in scheduled International Air Services. | x | x | x | x | x | |
| **010 10 02 03** | **Entry and departure of passengers and baggage** | | | | | | |
| LO | Explain the entry requirements for passengers and their baggage. | x | x | x | x | x | |
| LO | Explain the requirements and documentation for unaccompanied baggage. | x | x | x | x | x | |
| LO | Be familiar with the documentation required for the departure and entry of passengers and their baggage. | x | x | x | x | x | |
| LO | Be familiar with the arrangements in the event of a passenger being declared an inadmissible person. | x | x | x | x | x | |
| LO | Describe the pilots authority towards unruly passengers. | x | x | x | x | x | |
| **010 10 02 04** | **Entry and departure of cargo** | | | | | | |
| LO | Explain entry requirements for cargo. | | | | | | |
| LO | Be familiar with the documentation required for the entry and departure of cargo. | x | x | x | x | x | |
| **010 11 00 00** | **SEARCH AND RESCUE** | | | | | | |
| **010 11 01 00** | **Essential Search and Rescue (SAR) definitions in ICAO Annex 12** | | | | | | |
| LO | Define the following:<br>alert phase, distress phase, emergency phase, operator, pilot-in-command, rescue co-ordination centre, State of registry, uncertainty phase. | x | x | x | x | x | |

| Syllabus reference | Syllabus details and associated Learning Objectives | *Aeroplane* | | *Helicopter* | | | *IR* |
|---|---|---|---|---|---|---|---|
| | | ATPL | CPL | ATPL/ IR | ATPL | CPL | |
| **010 11 02 00** | **Organisation** | | | | | | |
| LO | Describe how Contracting States shall arrange for the establishment and prompt provisions of SAR services. | x | x | x | x | x | |
| LO | Explain the establishment of SAR Regions by Contracting States. | x | x | x | x | x | |
| LO | Describe the areas within which SAR services shall be established by Contracting States. | x | x | x | x | x | |
| LO | State the period of time per day within which SAR services shall be available. | x | x | x | x | x | |
| LO | Describe for which areas rescue coordination centres shall be established. | x | x | x | x | x | |
| **010 11 03 00** | **Operating procedures for non-SAR crews** | | | | | | |
| LO | Explain the SAR operating procedures for the pilot-in-command who arrives first at the scene of an accident. | x | x | x | x | x | |
| LO | Explain the SAR operating procedures for the pilot-in-command intercepting a distress transmission. | x | x | x | x | x | |
| **010 11 04 00** | **Search and rescue signals** | | | | | | |
| LO | Explain the 'ground–air visual signal code' for use by survivors. | x | x | x | x | x | |
| LO | Explain the signals to be used for 'air–ground signals'. | x | x | x | x | x | |
| **010 12 00 00** | **SECURITY** | | | | | | |
| **010 12 01 00** | **Essential definitions of ICAO Annex 17** | | | | | | |
| LO | Define the following terms:<br>airside, aircraft security check, screening, security, security control, security-restricted area, unidentified baggage. | x | x | x | x | x | |
| **010 12 02 00** | **General principles** | | | | | | |
| LO | State the objectives of security. | x | x | x | x | x | |
| LO | Explain where further information in | x | x | x | x | x | |

| **Syllabus reference** | **Syllabus details and associated Learning Objectives** | *Aeroplane* | | *Helicopter* | | | *IR* |
|---|---|---|---|---|---|---|---|
| | | ATPL | CPL | ATPL/ IR | ATPL | CPL | |
| | addition to ICAO Annex 17 concerning aviation security is available. | | | | | | |
| **010 12 03 00** | **Organisation** | | | | | | |
| LO | Understand the required activities expected at each airport serving international civil aviation. | x | x | x | x | x | |
| **010 12 04 00** | **Preventive security measures** | | | | | | |
| LO | Describe the objects not allowed (for reasons of aviation security) on board an aircraft engaged in international civil aviation. | x | x | x | x | x | |
| LO | Explain what each Contracting State is supposed to do concerning originating passengers and their cabin baggage prior to boarding an aircraft engaged in international civil aviation operations. | x | x | x | x | x | |
| LO | State what each Contracting State is supposed to do if passengers subjected to security control have mixed after a security screening point. | x | x | x | x | x | |
| LO | Explain what has to be done at airports serving international civil aviation to protect cargo, baggage, mail stores and operator supplies against an act of unlawful interference. | x | x | x | x | x | |
| LO | 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. | x | x | x | x | x | |
| LO | Understand what has to be considered if law-enforcement officers carry weapons on board. | x | x | x | x | x | |
| LO | Describe what is meant by ‘access control’ at an aerodrome. | x | x | x | x | x | |

| **Syllabus reference** | **Syllabus details and associated Learning Objectives** | *Aeroplane* | | *Helicopter* | | | *IR* |
|---|---|---|---|---|---|---|---|
| | | ATPL | CPL | ATPL/ IR | ATPL | CPL | |
| **010 12 05 00** | **Management of response to acts of unlawful interference** | | | | | | |
| LO | Describe the assistance each Contracting State shall provide to an aircraft subjected to an act of unlawful seizure. | x | x | x | x | x | |
| LO | State the circumstances which could prevent a State to detain an aircraft on the ground after being subjected to an act of unlawful seizure. | x | x | x | x | x | |
| **010 12 06 00** | **Operators' security programme** | | | | | | |
| LO | Understand the principles of the written operator security programme each Contracting State requires from operators. | x | x | x | x | x | |
| **010 12 07 00** | **Security procedures in other documents, i.e. ICAO Annex 2, ICAO Annex 6, ICAO Annex 14, ICAO Doc 4444** | | | | | | |
| **010 12 07 01** | **ICAO Annex 2 — Rules of the Air, Attachment B — Unlawful interference** | | | | | | |
| LO | Describe what the PIC should do unless considerations on board the aircraft dictate otherwise. | x | x | x | x | x | |
| LO | Describe what the PIC should do if:<br>— the aircraft must depart from its assigned track;<br>— the aircraft must depart from its assigned cruising level;<br>— the aircraft is unable to notify an ATS unit of the unlawful interference. | x | x | x | x | x | |
| LO | Describe what the PIC should attempt to do with regard to broadcast warnings to decide at which level the crew is proceeding if no applicable regional procedures for in-flight contingencies have been established. | x | x | x | x | x | |

| Syllabus reference | Syllabus details and associated Learning Objectives | *Aeroplane* | | *Helicopter* | | | *IR* |
|---|---|---|---|---|---|---|---|
| | | ATPL | CPL | ATPL/ IR | ATPL | CPL | |
| **010 12 07 02** | **ICAO Annex 6, Chapter 13 — Security** | | | | | | |
| LO | Describe the special considerations referring to flight crew compartment doors with regard to aviation security. | x | x | x | x | x | |
| LO | Explain what an operator shall do to minimise the consequences of acts of unlawful interference. | x | x | x | x | x | |
| LO | Explain what an operator shall do to have appropriate employees available who can contribute to the prevention of acts of sabotage or other forms of unlawful interference. | x | x | x | x | x | |
| **010 12 07 03** | **ICAO Annex 14, Chapter 3 — Physical characteristics** | | | | | | |
| LO | 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. | x | x | x | x | x | |
| **010 12 07 04** | **ICAO Doc 4444** | | | | | | |
| LO | 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. | x | x | x | x | x | |
| **010 13 00 00** | **AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION** | | | | | | |
| **010 13 01 00** | **Essential definitions of ICAO Annex 13** | | | | | | |
| LO | Define the following:<br>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 | x | x | x | x | x | |

| **Syllabus reference** | **Syllabus details and associated Learning Objectives** | *Aeroplane* | | *Helicopter* | | | *IR* |
|---|---|---|---|---|---|---|---|
| | | ATPL | CPL | ATPL/ IR | ATPL | CPL | |
| | Operator, State of Registry. | | | | | | |
| LO | Define the difference between 'serious incident' and 'accident'. | x | x | x | x | x | |
| LO | Determine whether a certain occurrence has to be defined as a serious incident or as an accident. | x | x | x | x | x | |
| LO | Recognise the description of an accident or incident. | x | x | x | x | x | |
| **010 13 02 00** | **Applicability of ICAO Annex 13** | | | | | | |
| LO | Describe the geographical limits, if any, within which the specifications given in Annex 13 apply. | x | x | x | x | x | |
| **010 13 03 00** | **ICAO accident and incident investigation** | | | | | | |
| LO | State the objective(s) of the investigation of an accident or incident according to Annex 13. | x | x | x | x | x | |
| LO | Understand the general procedures for the investigation of an accident or incident according to Annex 13. | x | x | x | x | x | |
| **010 13 04 00** | **Accident and incident investigation in accordance with EU documents** | | | | | | |
| LO | Be familiar with Council Directive 94/56/EC of 21 November 1994 establishing the fundamental principles governing the investigation of civil aviation accidents and incidents. | x | x | x | x | x | |
| LO | Be familiar with Council Directive 2003/42/EC of the European Parliament and of the Council of 13 June 2003 on occurrence reporting in civil aviation. | x | x | x | x | x | |
| LO | Be familiar with the differences between the procedures for accident and incident investigation in EU regulations compared to ICAO Annex 13. | x | x | x | x | x | |

| **Syllabus reference** | **Syllabus details and associated Learning Objectives** | *Aeroplane* | | *Helicopter* | | | *IR* |
|---|---|---|---|---|---|---|---|
| | | ATPL | CPL | ATPL/ IR | ATPL | CPL | |
| **010 14 00 00** | **Regulation (EC) No 216/2008 (the Basic Regulation)** | | | | | | |
| **010 14 01 00** | **Definitions** | | | | | | |
| LO | Certificate, commercial operation, complex motor-powered aircraft, flight simulation training device and rating. | x | x | x | x | x | |
| **010 14 02 00** | **Applicability** | | | | | | |
| LO | Explain the applicability of the Basic Regulation. | x | x | x | x | x | |