

ECQB 2026

EASA provided ECQB 2026 to the National Competent Authorities at the end of 2025. This update describes some of the supporting material provided by EASA and a brief outline on how some syllabus topics are covered.

1 Legislative sources relevant to the ECQB

It is important that the ECQB aligns with relevant amendments made to the EU *acquis* and ICAO Standards and Recommended Practices (SARPs). A significant portion of the theoretical knowledge syllabus tests knowledge of EU legislative material and ICAO standards and recommended practices. ECQB 2026 is aligned to this material as latest amended early 2025. Source references prior to 2020 had been included in the LOs. As updating EASA AMC & GM must be performed in accordance with the Rulemaking Procedure, some LOs were quickly falling out of alignment with the relevant legal material, without frequent updates. In some cases, ICAO / EU *acquis* amendments do not affect the content of the legal provision / SARP but only change its number/title. In other cases, the amendments are more substantial but do not require a re-wording of the relevant Part-FCL LO. With the amendment to AMC1 FCL.310; FCL.515(b); FCL.615(b); FCL.835(d) in 2020¹, detailed references were removed from the LOs and are available via a separate Source document on the ECQB webpage of the EASA website (the TK Syllabus Comparison Document), which is updated with each new release.

EASA maintains the [TK Syllabus Comparison Document](#)² to give transparency to stakeholders on how the question bank content follows the detailed syllabus and learning objectives, while also striving to ensure alignment with the relevant EU Regulations, AMC/GM/CSs and ICAO material.

The TK Syllabus Comparison Document version 6 provides a detailed overview of the legislative source material and, where relevant, gives the reference at the level of the Learning Objective. This is intended to be of use to ATOs and writers of training manuals.

2 Some notable developments

1. Fuel management
2. All-weather operations
3. North Atlantic high-level airspace
4. Loss of radio communications
5. Pavement strength
6. World Area Forecast Centre T+24 significant weather charts

¹ ED Decision 2020/018/R, amendment 10 to AMC/GM to Part-FCL

² Available as a download via <https://www.easa.europa.eu/en/domains/aircrew-and-medical/european-central-question-bank-ecqb>

2.1 Fuel management

In 2021 and 2022 major changes were introduced by the EU regulations and related AMC/GM as regards all weather operations and fuel/energy management³, and affecting Subjects 031 Mass & Balance, 033 Flight Planning and 070 Operational Procedures. The Learning Objectives as published in 2020 can be read to address the following, and are accommodated in the ECQB (since amendment 4 to ECQB 2022):

- Basic fuel scheme for aeroplanes, and fuel scheme for helicopters,
- Fuel scheme with variations for aeroplanes as regards Reduced Contingency Fuel 3%,
- Fuel scheme with variations for aeroplanes as regards isolated aerodrome operations,
- Revised definition of “Extra fuel” and the new “Discretionary fuel”,
(See TK Syllabus Comparison Document v6 for details)
- Other aspects of the fuel scheme with variations and the individual fuel scheme are NOT covered by the ECQB as the LOs cannot be understood to cover those aspects.

2.2 All-Weather Operations

The All-Weather Operations provisions as per the Air Operations Regulation (EU) 2021/2237 and associated AMC & GM mainly impacts Subject 070 Operational Procedures⁴. They introduce concepts that are not addressed by the current LOs and syllabus, for example “advanced aircraft”; operational credits through “enhanced flight vision systems”. The ECQB content focuses on those aspects that are not significantly amended compared to the previous legal provisions. Where the 2021 and later provisions introduce significant changes, for example on aerodrome operating minima, these are not addressed in the ECQB. See the TK Syllabus Comparison Document v6 for further information.

2.3 North-Atlantic high-level airspace

The ECQB content is aligned to ICAO Doc 007 version 2025 edition 1.1. For further information, see the TK Syllabus Comparison Document v6, Subject 070 Operational Procedures.

2.4 Loss of radio communications

The ECQB aligns to the provisions on loss of radio communications as set out in SERA, amending regulation 2024/404. This includes introduction of the transponder code 7601 and modification of the previous 7-minute rule to 20 minutes. This particularly affects Subjects 010 Air Law & ATC and 090 Communications.

2.5 Pavement strength

Affecting Subjects 010 Air Law & ATC, 032 Aeroplane Performance. EU provisions on pavement strength are not aligned with the latest provisions in ICAO Annex 14, Volume 1, Chapter 2, 2.6 Strength of pavements. As of end 2025 pavement strength in the EU Member States was still being determined using the ACN / PCN. See ADR.OPS.A.005, ADR.OPS.C.011 and related AMC/GM. In Subject 032 some questions using the ACN / PCN remain in use pending amendments to the EU provisions on pavement strength.

³ Information and further links are available via <https://www.easa.europa.eu/en/newsroom-and-events/press-releases/easa-publishes-new-fuelenergy-rules-positive-environmental>

⁴ The EASA Community Network contains further information – see <https://www.easa.europa.eu/community/topics/all-weather-operations-0>

2.6 World Area Forecast Centre T+24 significant weather charts

Early in 2025 the World Area Forecast System amended the format of the T+24 significant weather charts. ECQB content is aligned to that format. This affects Subject 050 Meteorology.

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