



## Terms of Reference

for a rulemaking task

Technical review of theoretical knowledge syllabi, learning objectives, and examination procedures for the Air Transport Pilot Licence (ATPL), Multi-Crew Pilot Licence (MPL), Commercial Pilot Licence (CPL), and Instrument Rating (IR)

RMT.0595 — ISSUE 1 — 11.3.2015

Applicability		Process map	
Affected regulations and decisions:	Commission Regulation (EU) No 1178/2011; ED Decision 2011/016/R; ED Decision 2012/006/R.	Concept Paper:	No
Affected stakeholders:	Competent authorities; Approved Training Organisations (ATOs).	Rulemaking group:	Yes (SLRT)
Driver/origin:	Legal obligation; safety.	RIA type:	None
Reference:	EASA 4-year Rulemaking Programme; EASA ECQB project.	Technical consultation during NPA drafting:	Yes
		Publication date of the NPA:	2015/Q3
		Duration of NPA consultation:	2 months
		Review group:	Yes
		Focussed consultation:	TBD
		Publication date of the Opinion:	N/A
		Publication date of the Decision:	2016/Q1



## 1. Issue and reasoning for regulatory change

The last significant technical update of syllabi and Learning Objectives (LOs) for the ATPL (MPL), CPL and IR theoretical knowledge courses for aeroplane and helicopter categories was conducted in 2006. The present set of syllabi and LOs can therefore not be considered wholly sufficient, current and relevant. As a consequence, the theoretical knowledge training for ATPL, MPL, CPL and IR may not provide all the necessary knowledge and competencies to prepare pilots for performing state-of-the-art flight operations.

Therefore, there is an urgent need to review and update syllabi and LOs, and to assess if, as a consequence, amendments to examination procedures are required.

Furthermore, it should be noted that the currency and relevance of syllabi and LOs is a precondition for ensuring that the ECQB adequately performs the function for which it is intended and meets its safety objectives.

## 2. Objectives

The first and primary objective of this rulemaking task is to ensure that the theoretical knowledge training and the subsequent examinations for ATPL, MPL, CPL and IR are provided on the basis of current and relevant syllabi and LOs.

Syllabi and LOs are considered current when they reflect applicable rules, required competencies, state-of-the-art practices and scientific and technical progress, in the field of pilot training.

Furthermore, they are considered relevant when they specify essential theoretical knowledge requirements taking into account the privileges of the licence or instrument rating for which the student pilot applies.

The second objective is to ensure that, through the fulfilment of the first objective, the ECQB can be kept current and relevant.

## 3. Activities

This rulemaking task should be carried out as a stakeholder-led rulemaking task.

During the development of the draft provisions, the following activities should be considered:

- develop guidelines on the common method of structuring and drafting syllabi items and LOs; such guidelines could be a stand-alone document (e.g. internal Agency document: ‘Work instructions on and best practices of drafting theoretical knowledge syllabi items and Learning Objectives’) or a GM;
- assess if the current categorisation of subject areas is meaningful, and propose amendments, where necessary, taking into account the direct impact of such changes on the examination procedures;
- review on each subject area if the syllabi structure and LOs are drafted in compliance with the guidelines on the common method of structuring syllabi items and drafting LOs, and propose amendments, where necessary, taking into account the direct impact and consequences of such changes on the ECQB;



- review on each subject area if the syllabi and LOs are current, and propose amendments, where necessary;
- review on each subject area common to both aircraft categories (aeroplanes and helicopters) if aircraft-specific syllabi and LOs need to be developed, and propose amendments, where necessary;
- review on each subject area if the syllabi and LOs are relevant and proportionate for the specific examinations (ATPL (MPL), CPL, IR), and propose amendments, where necessary;
- ensure that the syllabi structure of the proposed amended AMCs is consistent across all subject areas;
- assess if changes to the syllabi structure and LOs for the different examinations would require amendments to the corresponding examination procedures, and propose these amendments, where necessary;
- assess the depth of knowledge required in relation to ICAO Annexes, Documents, Standards, and Recommended Practices, and the differences between these and applicable European rules; recent rulemaking deliverables and European Regulations should also be considered. The appropriate reference for the syllabi and LOs should be reviewed and, where necessary, amended;
- assess if amendments to the syllabi structure and LOs would impact on the content of skill tests and proficiency checks, and recommend further actions to the Agency, where appropriate;
- take into account the deliverables of RMT.0256 on Performance-Based Navigation (PBN) and, in particular, the proposed amendments to syllabi and LOs related to PBN operations;
- take into account the comments received on the upcoming Notice of Proposed Amendment (NPA) on RMT.0188 (former FCL.002) updating Part-FCL (Annex I to Commission Regulation (EU) No 1178/2011<sup>1</sup>) and containing as one deliverable a draft set of AMCs incorporating LOs to the syllabus of theoretical knowledge for ATPL (MPL), CPL and IR;
- assess how the transition from the existing to the new syllabi and LOs might be achieved taking into consideration the existing rules on theoretical knowledge examinations, and propose transition measures; and
- develop an NPA including amendments, as appropriate, to the AMC/GM containing the syllabi and LOs.

The selection of the subset of LOs required for the recently developed En route Instrument Rating (EIR) and Competency-Based IR (CB-IR) will be undertaken before the conclusion of this task.

#### 4. Deliverables

- NPA;
- ED Decision amending ED Decision 2011/016/R along with the relevant AMC/GM for Part-FCL; and

<sup>1</sup> Commission Regulation (EU) No 1178/2011 of 3 November 2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 311, 25.11.2011, p. 1).



- ED Decision amending ED Decision 2012/006/R along with the relevant AMC/GM for Part-ARA.

## 5. Interface issues

- NPA on RMT.0189 (FCL.002) updating Annexes I–III to Commission Regulation (EU) No 1178/2011 and the related AMC/GM; and
- NPA 2013-25 on PBN related amendments to Commission Regulation (EU) No 1178/2011.

## 6. Profile and contribution of the stakeholder-led rulemaking group

Profile of the potential stakeholder-led rulemaking group and its members:

- specific expertise required:
  - detailed knowledge of the theoretical knowledge elements of the ATPL (MPL), CPL and IR training courses for both aircraft categories (aeroplanes and helicopters);
  - first-hand experience in training or examining ab initio students and/or newly qualified pilots receiving initial type rating training; both aircraft categories should be represented; and
  - in-depth knowledge of different subject areas for both aircraft categories.
- details on the composition of the group:
  - representatives of theoretical knowledge training departments at Approved Training Organisations (ATOs) (i.e. Theoretical Knowledge Instructors) for both aircraft categories;
  - representatives of the training departments of Air Operator Certificate (AOC) holders (TRIs, TREs, SFIs, CRIs, etc.) who have current experience in recruiting and providing initial type rating training to recently qualified pilots — ideally a cross section of different industry areas (air taxi, corporate aircraft, turboprops, jets, helicopters); and
  - representatives of competent authorities bearing direct responsibility for the oversight of ATOs as well as of the theoretical knowledge examinations for ATPL, MPL, CPL and IR.
- roles, responsibilities and duties of the group members specific to this task:  
to be decided by the external stakeholder's task group.



## 7. Annex I: Reference documents

### 7.1. Affected regulations

Commission Regulation (EU) No 1178/2011 of 3 November 2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 311, 25.11.2011, p. 1),

as amended by:

- Commission Regulation (EU) No 290/2012<sup>2</sup>;
- Commission Regulation (EU) No 70/2014<sup>3</sup>; and
- Commission Regulation (EU) No 245/2014<sup>4</sup>.

### 7.2. Affected decisions

- Decision N° 2011/016/R of the Executive Director of the European Aviation Safety Agency of 15 December 2011 on Acceptable Means of Compliance and Guidance Material to Commission Regulation (EU) No 1178/2011 of 3 November 2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council 'Acceptable Means of Compliance and Guidance Material to Part-FCL'; and
- Decision N° 2012/006/Directorate R of the Executive Director of the Agency of 19 April 2012 on Acceptable Means Of Compliance and Guidance Material to Commission Regulation (EU) No 1178/2011 of 3 November 2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council 'Acceptable Means of Compliance and Guidance Material to Part-ARA'.

### 7.3. Reference documents

- NPA 2014-29 (RMT.0189 (FCL.002)) and related stakeholder's comments received;
- NPA 2013-25 (PBN);
- ECQB — Methodology (internal Agency document); and
- ECQB — Actions to improve and maintain the quality of the question bank (internal Agency document).

<sup>2</sup> Commission Regulation (EU) No 290/2012 of 30 March 2012 amending Regulation (EU) No 1178/2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 100, 5.4.2012, p. 1).

<sup>3</sup> Commission Regulation (EU) No 70/2014 of 27 January 2014 amending Regulation (EU) No 1178/2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 23, 28.1.2014, p. 25).

<sup>4</sup> Commission Regulation (EU) No 245/2014 of 13 March 2014 amending Commission Regulation (EU) No 1178/2011 of 3 November 2011 laying down technical requirements and administrative procedures related to civil aviation aircrew (OJ L 74, 14.3.2014, p. 33).

