



EASA

European Aviation Safety Agency

General Student Pilot Route Manual (GSPRM)

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Historical Background

➤ The Student Pilot Route Manual today:

- A recognised source of aeronautical charts to support the professional Part-FCL examinations in Flight Planning (033) and General Navigation (061)
- VFR Charts
- IFR Charts
 - Low Altitude En-route (Europe + USA)
 - High Altitude En-route (Europe + USA + Canada + North Atlantic)
 - Plotting (North Atlantic)
- Aerodrome plates
 - VFR and IFR
- Air Traffic Control section
 - Flight Plan



Historical Background

➤ Student Pilot Route Manual

➤ 1995

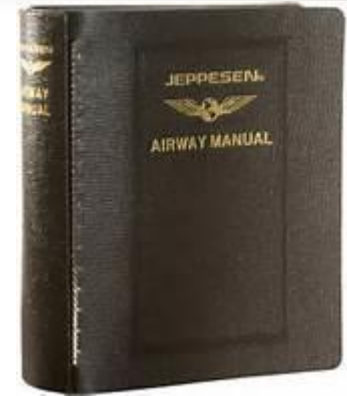
- The JAA in association with Jeppesen start developing a student pilot route manual containing navigation charts to support the Central Question Bank (CQB) examinations.

➤ 1997

- The content of this student pilot route manual is frozen and the first issue becomes available to the Professional pilot training community.

➤ 2004

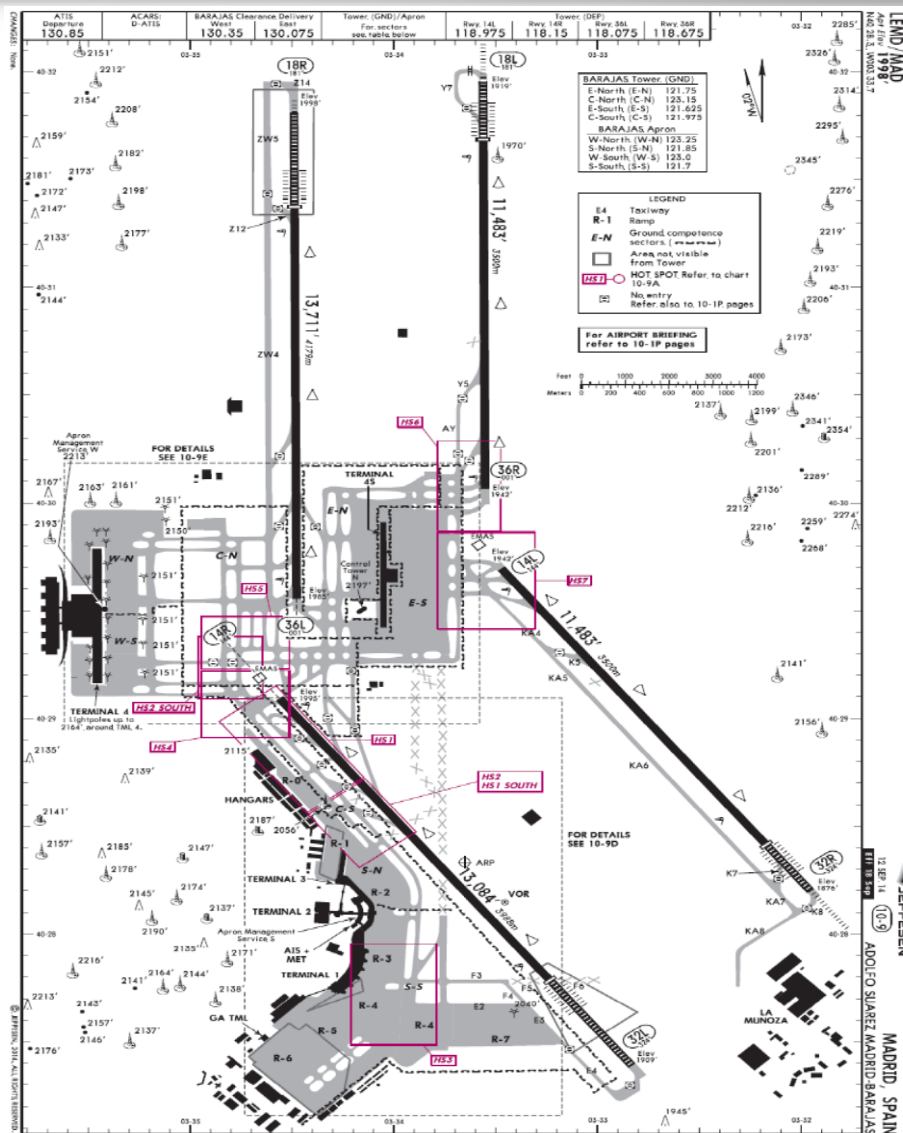
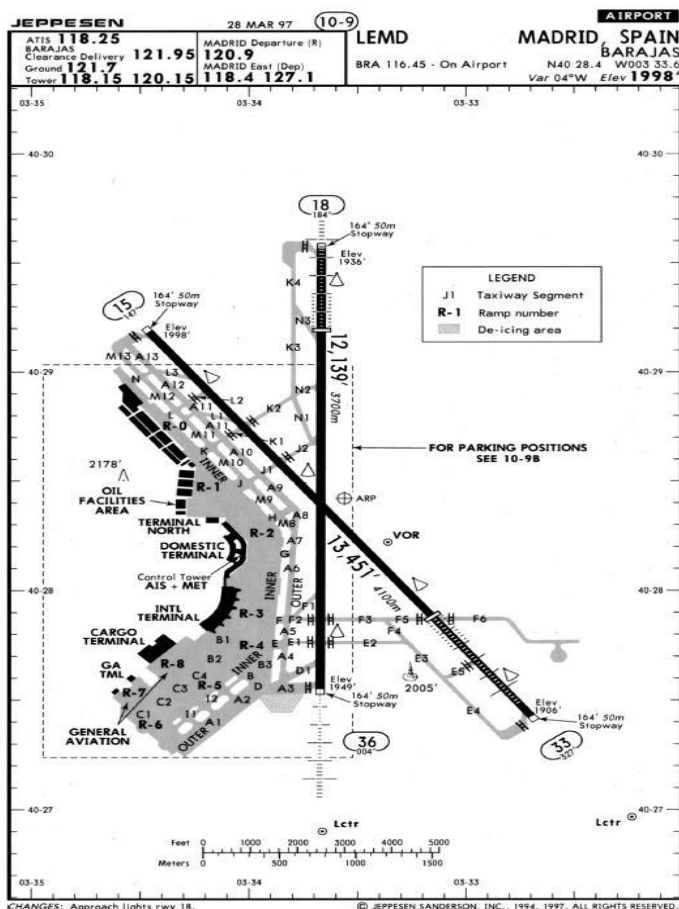
- The JAA Subject Expert Team (SET) and Jeppesen begin work on a limited update to the manual.





The SPRM today...

➤ 12 years later...





The SPRM today...

- ...is no longer up to date and representative of the real world.
- **Examples of what has changed:**
 - Airfields
 - Airspace design and structure
 - Navigation facilities
 - RVSM
 - Continuous Descent Final Approaches (CDFA)
 - RNAV Approaches, etc....
- **There is an urgent need to update... the current SPRM is very much outdated therefore it is intended that a replacement be introduced.**



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➤ Introducing the GSPRM...

- It is proposed in the NPA that this document should contain as a minimum:
 - a table of contents;
 - an introduction with the VFR and IFR Chart Legends;
 - a 1:500,000 VFR Aeronautical Chart (Germany);
 - en-route low- and high- altitude IFR charts to cover the airspace above all EU Member States plus Norway, Switzerland and the Balkans;
 - an en-route high-altitude chart of the North Pole;
 - a plotting chart of the North Atlantic (including information on ETOPS);



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- area, aerodrome/heliport, aerodrome ground movement, standard instrument departure (SID), standard instrument arrival (STAR), instrument approach charts and visual approach charts for:
 - London Heathrow Amsterdam Schiphol
 - Paris Charles de Gaulle Frankfurt
 - Stuttgart Madrid
 - Munich for aeroplane operations, and
 - Aberdeen De Kooyfor helicopter operations.
- an example of a completed ATS flight plan (with instructions on how to complete it), including the ICAO model flight plan form.
- *a VFR General Section, including an example aerodrome directory and at least two sets of aerodrome charts for airfields where a mix of VFR and IFR traffic is common (e.g.: Friedrichshafen and Gloucestershire)*



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- The charts should have a 'frozen' date and be reissued on a regular basis.
- There will be no obligation for any student or ATO to buy, use, or issue a future GSPRM, but the content will be the basis for charts which may appear in Part-FCL examinations.
- Any chart provider may develop a GSPRM, students will not be expected to learn non-ICAO symbology or detailed chart-provider specific requirements.
- ECQB questions will be able to be answered correctly irrespective of which charts a student used during their training.
- **The point of contact at EASA for any chart provider wishing to produce a future GSPRM is the ECQB Team.**



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