

ECQB 2024

ECQB 2024 adds new questions to all subjects, following the same syllabus as used in the previous release, ECQB 2022. EASA provided ECQB 2024 to the Authorities at the end of 2023. This release is aligned to the theoretical knowledge (TK) syllabus and exam procedures as published in:

- Amendment 10 to AMC/GM to Part-FCL¹, and
- Amendment 10 to AMC/GM to Part-ARA².

ECQB 2024 can be used to examine candidates for a CPL, ATPL, MPL, IR or BIR:

- who have been recommended by their ATO (or DTO) to take exams aligned to the above amendments,
- who, prior to taking their first attempt at their final subjects, and as relevant³, have received from their ATO a statement⁴ of successful completion of Area 100 KSA (Knowledge, Skills and Attitude),
- using exam procedures in accordance with amendment 10 to AMC/GM to Part-ARA.

As with previous releases, ECQB 2024 does not cover the CPL for airships.

1 TK Syllabus Comparison Document - sources of EU legislative material and ICAO standards and recommended practices for ECQB 2024

EASA maintains a TK Syllabus Comparison Document to ensure that 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 material⁵. A significant portion of the theoretical knowledge syllabus tests knowledge of EU legislative material and ICAO standards and recommended practices. ECQB 2024 is aligned to this material **as latest amended early 2023**. The **TK Syllabus Comparison Document version 5⁶** (January 2024) provides a detailed overview of the source material and, where relevant, gives the reference at the level of the Learning Objective. This is intended to be of use to ATOs.

¹ ED Decision 2020/018/R, online via <https://www.easa.europa.eu/document-library/acceptable-means-of-compliance-and-guidance-materials/group/part-fcl---flight-crew-licensing#group-table>

² Online via <https://www.easa.europa.eu/document-library/acceptable-means-of-compliance-and-guidance-materials/group/part-ara---authority-requirements-for-aircrew#group-table>

³ KSA 100 applies to the CPL, ATPL and MPL training courses but not to applicants for an IR or BIR

⁴ As per AMC3 ORA.ATO.230(a)

⁵ The TK Syllabus Comparison Documents are made available for information purposes only. While every care has been taken in preparing the content of the TK Syllabus Comparison Documents to avoid errors, EASA makes no warranty as to the accuracy, completeness, or currency of its content. EASA shall not be liable for any kind of damages or other claims or demands incurred as a result of incorrect, insufficient, or invalid data, or arising out of or in connection with the use, copying or display of the content, to the extent permitted by European and national laws. The information contained in the Documents should not be construed as legal advice.

⁶ See the Downloads section of the ECQB page on the EASA website:

<https://www.easa.europa.eu/en/domains/aircrew-and-medical/european-central-question-bank-ecqb#group-easa-downloads>

Key points to note:

- Source references are provided for most subjects, most extensively for subjects 010 Air Law & ATC and 070 Operational Procedures,
- Where an entry has been updated in this version 5, it is indicated,

2 2021-2022 provisions on fuel management, all weather operations

2.1 Fuel Management

In 2021 and 2022 new provisions on fuel management were published⁷. The brought in three different fuel schemes for aeroplane operations: the basic fuel scheme, the fuel scheme with variations and the individual fuel scheme. The transition from the previous rules to the basic fuel scheme requires little additional effort from the perspective of an air operator. However, some of the provisions on the fuel scheme with variations and on the individual fuel scheme introduce significant amendments and new approaches. For helicopter operations, there are also some amendments, but they do not use these various fuel schemes.

The Learning Objectives as published in 2020 can be read to address the following, and they have been accommodated in ECQB 2024 (and ECQB 2022 amendment 4 onwards):

- 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 v5 for details)

The basis for the calculations as per the previous fuel provisions can continue to be applied, and sufficient editorial clarity is given in the stem as to which fuel scheme to use.

Subject 031 and Subject 070 are also slightly affected by the new fuel provisions. For Subject 031 the main impact is due to the changes to the fuel definitions. For Subject 070 the parts of the syllabus on the use of aerodromes and operating sites are affected.

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. See the TK Syllabus Comparison Document v.5 for details.

Sample questions for Subject 033 are also provided in the ECQB Update on ECQB 2022 – amendment 4.

2.2 All Weather Operations

The All Weather Operations provisions as per the Air Operations Regulation (EU) 2021/2237 and associated AMC & GM introduce significant changes⁸. They introduce new concepts that are not addressed by the current LOs and syllabus, for example “advanced aircraft”; operational credits through “enhanced flight

⁷ Further information is available under the Fuel Management – New Rules section on the EASA Community: <https://www.easa.europa.eu/community/topics/fuel-management-new-rules> See also ECQB Update – Amendment 4 to ECQB 2022

⁸ The EASA Community Network contains further information – see <https://www.easa.europa.eu/community/topics/all-weather-operations-0>

vision systems". For the theoretical knowledge on which the ECQB is based, the main impact is on Subject 070 Operational Procedures, in particular on all weather operations and aerodrome minima.

EASA has taken the approach to remove questions where they no longer align to the provisions as of 2021/2022. ECQB 2024 focuses on those aspects that are basically unchanged by the 2021/2022 rules and AMC/GM. Where the 2021/2022 provisions introduce significant changes, for example on aerodrome operating minima, ECQB 2024 does not address those details. Please see the TK Syllabus Comparison Document v5 for further information.

Future amendments to the syllabus and LOs should specify the required knowledge for initial pilot training.

3 Sample annexes

The graphic images used in the ECQB as annexes to questions come from a variety of sources and in most cases are easily available. These include, amongst others, Appendix 1 to Part SERA, Meteorology charts and the Jeppesen General Student Pilot Route Manual (GSPRM). To support students preparing for their exams, a small number of ECQB sample annexes that might not otherwise be easily accessed is provided for private study.

ECQB Sample Annexes v.2 is available to download from the ECQB page of the EASA website. Version 2 was updated in January 2024. Compared to version 1, it contains a few additional samples and the table listing the main sources is also updated.

To contact the ECQB Team at EASA: ECQB@easa.europa.eu

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