

Executive Director Decision

2018/001/R

of 6 February 2018

amending the Acceptable Means of Compliance and Guidance Material to Part-FCL and Part-ORA of Commission Regulation (EU) No 1178/2011, as amended, as regards the theoretical knowledge syllabi and learning objectives for airline transport pilot licence (ATPL), multi-crew pilot licence (MPL), commercial pilot licence (CPL), and instrument rating (IR) for aeroplanes (A) and helicopters (H)

**‘AMC/GM to Part-FCL — Amendment 4
AMC/GM to Part-ORA — Amendment 5’**

THE EXECUTIVE DIRECTOR OF THE EUROPEAN AVIATION SAFETY AGENCY,

Having regard to Regulation (EC) No 216/2008¹, and in particular Article 38(3)(a) thereof,

Having regard to Commission Regulation (EU) No 1178/2011², and in particular point ARA.GEN.120 of Annex VI (Part-ARA) and point ORA.GEN.120 of Annex VII (Part-ORA) thereto,

Whereas:

- (1) EASA shall, pursuant to Article 18(c) of Regulation (EC) No 216/2008, issue certification specifications and acceptable means of compliance, as well as guidance material, for the application of Regulation (EC) No 216/2008 and its implementing rules.
- (2) Acceptable means of compliance are non-binding standards adopted by EASA which may be used by persons and organisations to demonstrate compliance with Regulation (EC) No 216/2008 and its implementing rules.
- (3) Guidance material is non-binding material developed by EASA which helps to illustrate the meaning of a requirement or specification and is used to support the interpretation of Regulation (EC) No 216/2008, its implementing rules, certification specifications and acceptable means of compliance.
- (4) With Decision 2011/016/R of 15 December 2011, the Executive Director issued Acceptable Means of Compliance and Guidance Material to Part-FCL of Commission Regulation (EU) No 1178/2011.

¹ Regulation (EC) No 216/2008 of the European Parliament and of the Council of 20 February 2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, and repealing Council Directive 91/670/EEC, Regulation (EC) No 1592/2002 and Directive 2004/36/EC (OJ L 79, 19.3.2008, p. 1).

² 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 (EU) No 216/2008 of the European Parliament and of the Council (OJ L 311, 25.11.2011, p. 1).

- (5) With Decision 2012/007/R of 19 April 2012, the Executive Director issued Acceptable Means of Compliance and Guidance Material to Part-ORA of Commission Regulation (EU) No 290/2012.
- (6) With Decision 2016/008/R of 2 May 2016, the Executive Director issued Acceptable Means of Compliance and Guidance Material to Part-FCL of Commission Regulation (EU) No 1178/2011 as regards the detailed theoretical knowledge syllabi and learning objectives for airline transport pilot licence (ATPL), multi-crew pilot licence (MPL), commercial pilot licence (CPL) and instrument rating (IR) for aeroplanes (A) and helicopters (H).
- (7) EASA shall, pursuant to Article 19(2) of Regulation (EC) No 216/2008, reflect the state of the art and the best practices in the fields concerned and update its decisions taking into account worldwide aircraft experience in service, and scientific and technical progress.
- (8) This Decision addresses a safety and regulatory coordination issue related to flight crew licensing. It has been developed in response to the European Aviation Safety Plan (EASP) safety actions.
- (9) This Decision contains the updated Learning Objectives (LOs) for the theoretical knowledge (TK) syllabi and ground school examinations, and introduces the threat and error management (TEM) concept and its application. The updated LOs correspond to today's operational environment and ensure that commercial pilots are equipped with the knowledge and understanding relevant to modern flight deck and current industry needs. The updated pilot training will contribute to the overall enhancement of the pilots' core competencies and their ability to make informed decisions.
- (10) This Decision also introduces new LOs under Area 100 'Knowledge, skills and attitudes' (KSA) whose aim is to enhance the pilots' KSA contained in the core competencies. This Area 100 contains requirements for approved training organisations (ATOs) to assess student pilots' KSA. These skills focus on the pilots' ability to apply their knowledge and understanding across subjects and to demonstrate technical and non-technical skills. These LOs will, therefore, not be the subject of examinations organised by competent authorities or their agents, but will be assessed by the ATOs to ensure that student pilots have an adequate level of competency before they are allowed to sit their final TK examinations.
- (11) EASA, pursuant to Article 52(1)(c) of Regulation (EC) No 216/2008 and Articles 7 and 8 of the EASA Rulemaking Procedure³, has widely consulted interested parties on the matters which are the subject of this Decision and has provided thereafter a written response to the comments received⁴,

HAS DECIDED:

Article 1

The Annex to Decision 2011/016/R 'AMC & GM to Part-FCL' of 15 December 2011 of the Executive Director of the European Aviation Safety Agency is amended as laid down in Annex I to this Decision.

³ EASA Management Board (MB) Decision No 18-2015 of 15 December 2015 replacing Decision 01/2012 concerning the procedure to be applied by the Agency for the issuing of opinions, certification specifications, acceptable means of compliance and guidance material ('Rulemaking Procedure') (<http://www.easa.europa.eu/system/files/dfu/EASA%20MB%20Decision%2018-2015%20on%20Rulemaking%20Procedure.pdf>).

⁴ <http://easa.europa.eu/document-library/comment-response-documents>



Article 2

The Annex to Decision 2012/007/R 'AMC & GM to Part-ORA' of 19 April 2012 of the Executive Director of the European Aviation Safety Agency is amended as laid down in Annex II to this Decision.

Article 3

This Decision shall enter into force on the day following that of its publication in the Official Publication of EASA.

It shall apply by 31 January 2022 at the latest.

Cologne, 6 February 2018.

*For the European Aviation Safety Agency
The Executive Director*

Patrick KY

