



EASA
European Aviation Safety Agency

Transition arrangements: the timetable for change

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Transition Plan

➤ Timeline

- NPA Published – **Thursday 9th June**
 - Comment period (3 months) with Industry Briefing (15th June)
 - Deadline for Comment phase – **Monday 12th September**
 - Detailed consideration and response to all comments
 - ED Decision planned to be published... **Q4/2016**
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- **Proposed** transition period – 4 years from date of ED Decision



Transition Plan (based on current proposals)

➤ Necessary initial actions:

➤ Update the ECQB to reflect the amendments made to the LOs.

- Draft new questions for the new and revised LOs in sufficient numbers to ensure a robust examination system.
- Review existing questions to ensure their applicability and suitability within the revised syllabus.
- Re-catalogue the ECQB to align it with the revised syllabus and LOs.

➤ Competent Authorities will need to:

- approve revised ATO Training Manuals;
- prepare their exam delivery system to accommodate the revised ECQB;
- migrate the revised ECQB into their examination delivery platform;
- translate, where necessary, the questions into the language of the examination;
- train their Inspectors for the approval of Area 100 KSA.



Transition Plan (based on current proposals)

➤ ATOs will need to:

- update their training course design;
- amend their Training Manuals to introduce the new LOs;
- introduce the new Area 100 KSA;
- train the theoretical knowledge instructors (TKIs) and Area 100 KSA assessors;
- integrate the training and assessment processes for TKIs and Area 100 KSA assessors in the Operations Manual (Part D) and the Training Manual.

- It is also recognised that commercial organisations providing textbooks and other training material will need to update their products to reflect the amendments proposed.



Transition Plan (based on current proposals)

- All these activities will take time to manage effectively.
- Therefore, a transition plan spanning **4 years** is proposed...
 - ...starting from the publication of the future ED Decision related to this NPA.
- **The First two years will be necessary...**
 - to update the ECQB with questions based on the new and revised syllabus and LOs, and
 - for the Competent Authorities and ATOs to start the preparatory measures for implementation.
- **The Second two years will be necessary...**
 - for the Competent Authorities to implement the updated ECQB and complete the approval process for the revised training courses in partnership with ATOs.



Transition Plan (based on current proposals)

- **After ED Decision publication:**
 - EASA prepares the update of the ECQB;
 - ATOs start preparing their new courses;
 - Competent Authorities prepare their implementation measures.
- Individual Competent Authorities are free to set an expiry date within the second two years of the transition period for the old syllabus examinations. This provides the flexibility for each Competent Authority to choose the date of transition.
- Complex transitional arrangements for student pilots caught between the old and the new syllabus should, wherever possible, be kept to a minimum.
- Special consideration should be given to the examinations where entire topics or subtopics have been moved between various subject areas.



Transition Plan (based on current proposals)

- The last two years of the proposed four would allow for an additional 24-month window for the Competent Authorities and ATOs to complete the transition in their own States.
- The Agency will provide additional guidelines in the final transition plan to consider the credits that may be applicable for licence issue in cases where a student pilot has to switch from the current syllabus to the new one during their course of training.
- Training and examinations completed or credited in accordance with the Aircrew Regulation, before or during the applicable transition period, will be fully credited for licence issue.
- Stakeholders are invited to comment and provide feedback on the proposed 4-year transition period and plan.



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