



Civil Aviation Authority Bahamas Aircrew Regulation

CAA Bahamas, Regulation No. 04/2024

Published by the Civil Aviation Authority Bahamas, 2024

Civil Aviation Authority Bahamas

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Bahamas

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First published 2024

First edition

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Appendix to Theoretical Knowledge Examinations

Subject 010 – Air Law

Note that the term 'mass' is used to describe a quantity of matter, and 'weight' when describing the force. However, the term 'weight' is normally used in aviation to colloquially describe mass. The professional pilot should always note the units to determine whether the term 'weight' is being used to describe a force (e.g. unit newton) or quantity of matter (e.g. unit kilogram).

The subjects 'Air law' and 'ATC procedures' are primarily based on ICAO documentation.

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
010 00 00 00	AIR LAW						
010 01 00 00	INTERNATIONAL LAW: CONVENTIONS, AGREEMENTS AND ORGANISATIONS						
010 01 01 00	The Convention on International Civil Aviation (Chicago) — ICAO Doc 7300/9 Convention on the High Seas (Geneva, 29 April 1958)						
010 01 01 01	The establishment of the Convention on International Civil Aviation, Chicago, 7 December 1944						
(01)	Explain the circumstances that led to the establishment of the Convention on International Civil Aviation, Chicago, 7 December 1944. Source: ICAO Doc 7300/9 Preamble	X	X	X	X	X	
010 01 01 02	Part I — Air navigation						
(01)	Intentionally left blank						
(02)	General principles Describe the application of the following terms in civil aviation: sovereignty; territory and high seas according to the UN Convention on the High Seas. Source: Convention on the High Seas (Geneva, 29 April 1958) Articles 1, 2; ICAO Doc 7300/9 Part 1, Articles 1, 2	X	X	X	X	X	
(03)	Intentionally left blank						

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(04)	<p>Explain the duties of Contracting States in relation to: documents carried on board the aircraft:</p> <p>certificate of registration; certificates of airworthiness; licences of personnel;</p> <p>recognition of certificates and licences;</p> <p>Source: CAA-B CAR-OPS1 OPS 1.125 Documents to be Carried</p>	X	X	X	X	X	
010 01 01 03	Part II — The International Civil Aviation Organization (ICAO)						
(01)	<p>Describe the objectives of ICAO.</p> <p>Source: ICAO Doc 7300/9, Article 44</p>	X	X	X	X	X	
(02)	Intentionally left blank						
(03)	<p>Describe the annexes to the Convention.</p> <p>Source: ICAO Doc 7300/9, Articles 54, 90, 94, 95</p>	X	X	X	X	X	
010 01 02 00	Other conventions and agreements						
010 01 02 01	The International Air Services Transit Agreement (ICAO Doc 7500)						
(01)	<p>Explain the two technical freedoms of the air.</p> <p>Source: ICAO Doc 7500</p>	X	X	X	X	X	
010 01 02 02	The International Air Transport Agreement (ICAO Doc 9626)						
(01)	<p>Explain the three commercial freedoms of the air.</p> <p>Source: ICAO Doc 9626</p>	X	X	X	X	X	
010 01 02 03	Suppression of Unlawful Acts Against the Safety of Civil Aviation — The Tokyo Convention of 1963						
(01)	<p>Describe the measures and actions to be taken by the pilot-in- command (PIC) of an aircraft in order to suppress unlawful acts against the safety of the aircraft.</p> <p>Source: ICAO Doc 8364</p>	X	X	X	X	X	

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
010 01 02 04	Intentionally left blank						
010 01 04 00	Organisations						
010 01 04 01	Civil Aviation Authority Bahamas (CAA-B)						
(01)	Describe the objectives of CAA-B. Source: Bahamas Civil Aviation Act, 2021; Civil Aviation Authority Bahamas Act, 2021 specifically Part II (4) Functions of Authority	X	X	X	X	X	
(02)	Describe the role of CAA-B in civil aviation. Source: Bahamas Civil Aviation Act, 2021; Civil Aviation Authority Bahamas Act, 2021 specifically Part II (4) Functions of Authority and (5) Powers of Authority	X	X	X	X	X	
(03)	State that the structure of the regulatory material related to involves: - hard law (regulations, delegated acts, implementing acts, and implementing rules); - soft law (certification specifications, acceptable means of compliance, and guidance material). Source: Bahamas Civil Aviation Act, 2021; Civil Aviation Authority Bahamas Act, 2021	X	X	X	X	X	
010 02 00 00	AIRWORTHINESS OF AIRCRAFT, AIRCRAFT NATIONALITY AND REGISTRATION MARKS						
010 02 01 00	Intentionally left blank						
010 02 02 00	Certificate of Airworthiness (CofA)						
010 02 02 01	Certificate of Airworthiness (CofA) — Details						
(01)	State the issuing authority of a CofA. Source: ICAO Annex 8, Chapter 3.2 Issuance and continued validity of a Certificate of Airworthiness and CAA-B CAR 21	X	X	X	X	X	
(02)	State the necessity to hold a CofA. Source:	X	X	X	X	X	

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
	ICAO Doc 7300, Article 31 and CAA-B CAR21 21.172						
(03)	Intentionally left blank						
(04)	Intentionally left blank						
(05)	Describe how a CofA can be renewed or may remain valid. Source: ICAO Annex 8 Chapter 3.2 Issuance and continued validity of a Certificate of Airworthiness; Chapter 3.5 Temporary loss of airworthiness; Chapter 3.6 Damage to aircraft and CAA-B CAR21 21.183, 21.185, and 21.187	X	X	X	X	X	
010 02 03 00	ICAO Annex 7 — Aircraft Nationality and Registration Marks						
010 02 03 01	ICAO Annex 7 — Definitions						
(01)	Recall the definition of the following terms: aircraft; heavier-than-air aircraft; State of Registry. Source: ICAO Annex 7, Chapter 1, Definitions	X	X	X	X	X	
010 02 04 00	Nationality marks, common marks and registration marks						
010 02 04 01	Nationality marks, common marks and registration marks — assignment and location Source: ICAO Annex 7						
(01)	State the location of nationality marks, common marks and registration marks. Source: ICAO Annex 7, Chapter 4.3 Heavier-than air aircraft; ICAO Annex 7, Chapter 9 Identification plate	X		X			

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(02)	Explain who is responsible for assigning nationality marks, common marks and registration marks. Source: ICAO Annex 7, Chapter 3 Nationality, common and registration marks to be used	X	X	X	X	X	
010 03 00 00	Intentionally left blank						
010 04 00 00	PERSONNEL LICENSING						
010 04 01 00	ICAO Annex 1						
010 04 01 01	Differences between ICAO Annex 1 and CAA-B Regulations						
(01)	Describe the relationship and differences between ICAO Annex 1 and the Aircrew Regulation. Source: Civil Aviation Act, 2021 (6) obligations of The Bahamas under the Chicago Convention and CAA-B CAR LIC	X	X	X	X	X	
010 04 02 00	Aircrew Regulation — Annex I (Part-FCL) Source: Aircrew Regulation						
010 04 02 01	Definitions						
(01)	Define the following: Category, class and type of aircraft, cross-country, dual instruction time, flight time, student pilot-in-command (SPIC), instrument time, instrument flight time, instrument ground time, night, private pilot, proficiency check, renewal, revalidation, skill test, solo flight time. Source: CAA-B CAR DEF	X	X	X	X	X	
(02)	Define the following: multi-crew cooperation (MCC), multi-pilot aircraft, rating. Source: Aircrew Regulation, point FCL.010 Definitions; Note: 'rating' is defined in point 1.1 Definitions of ICAO Annex 1	X	X	X	X	X	

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
	Source: CAA-B CAR DEF						
010 04 02 02	Content and structure						
(01)	Intentionally left blank						
(02)	<p>Explain the requirements to act as a flight crew member of a civil aircraft registered in a Member State and know the general principles of the licensing system (light aircraft pilot licence (LAPL), private pilot licence (PPL), commercial pilot licence (CPL), multi-crew pilot licence (MPL), airline transport pilot licence (ATPL)).</p> <p>Source: CAA-B CAR LIC LIC.008 Requirements; LIC.020 Application and issue of licences, ratings and certificates; LIC.065 Recent experience; LIC.075 Revocation, suspension, limitation and reinstatement of licences, ratings and certificates; Chapter 3 PPL; Section 2 (PPL(A)) and Section 3 (PPL(H)); Chapter 4 CPL; Chapter 5 MPL; Chapter 6 ATPL</p>	X	X	X	X	X	
(03)	<p>List the two factors that are relevant to the exercise of the privileges of a licence.</p> <p>Source: CAA-B CAR LIC LIC.045 Exercise of the privileges of licences</p>	X	X	X	X	X	
(04)	<p>State the circumstances in which a language proficiency endorsement is required.</p> <p>Source: CAA-B CAR LIC LIC.060 Language proficiency</p>	X	X	X	X	X	
(05)	<p>List the restrictions for licence holders with an age of 60 years or more.</p> <p>Source: CAA-B CAR LIC LIC.070 Curtailment of privileges of licence holders aged 60 years or more in commercial air transport</p>	X	X	X	X	X	
(06)	Intentionally left blank						

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(07)	Describe the obligation to carry and present documents (e.g. a flight crew licence) under Part-FCL. Source: CAA-B CAR LIC LIC.050 Obligation to carry and present documents	X	X	X	X	X	
010 04 02 03	Commercial pilot licence (CPL)						
(01)	State the requirements for the issue of a CPL. — Minimum age; Source: CAA-B CAR LIC LIC.300 CPL - Minimum age	X	X	X	X	X	
(02)	State the privileges of a CPL. Source: CAA-B CAR LIC LIC.305 CPL - Privileges and conditions and CAR LIC Appendix 3	X	X	X	X	X	
010 04 02 04	Airline transport pilot licence (ATPL) and multi-crew pilot licence (MPL)						
(01)	State the requirements for the issue of an ATPL. Source: CAA-B CAR LIC LIC.500 ATPL - Minimum age; LIC.510.A ATPL(A) - Pre-requisites, experience and crediting; LIC.510.H ATPL(H) - Pre-requisites, experience and crediting	X		X	X		
(02)	State the privileges of an ATPL. Source: CAA-B CAR LIC LIC.505 ATPL - Privileges and conditions	X		X	X		
(03)	State the requirements for the issue of an MPL. Source: CAA-B CAR LIC LIC.400.A MPL - Minimum age; LIC.410.A MPL - Training course and theoretical knowledge examinations; LIC.415.A MPL Practical skill	X					
(04)	State the privileges of an MPL. Source: CAA-B CAR LIC LIC.405.A MPL - Privileges and conditions	X					

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
010 04 02 05	Ratings						
(01)	State the requirements for class ratings, their validity and privileges. Source: CAA-B CAR LIC LIC.705 Privileges of the holder of a class or type rating; LIC.725 Requirements for the issue of class and type ratings; LIC.740 Validity and renewal of class and type ratings; CAR LIC Chapter 8, Section 2, Specific requirements for the aeroplane category	X	X				
(02)	State the requirements for type ratings, their validity and privileges. Source: CAA-B CAR LIC LIC.705 Privileges of the holder of a class or type rating; LIC.725 Requirements for the issue of class and type ratings; LIC.740 Validity and renewal of class and type ratings;	X	X	X	X	X	
(03)	State the requirements for instrument ratings, their validity and privileges (instrument rating (IR), competency-based instrument rating (CB-IR) and enroute instrument rating (EIR)). Source: CAA-B CAR LIC LIC.600 IR - General; LIC.605 IR - privileges; LIC.610 IR - Pre-requisites and crediting; LIC6.625 IR - Validity, revalidation and renewal	X		X			
(04)	State the requirements for other ratings, their validity and privileges according to Part-FCL. Source: CAA-B CAR LIC Chapter, Additional Pilot Ratings	X	X	X	X	X	
010 04 03 00	Aircrew Regulation — Annex IV (Part-MED)						
010 04 03 01	Aircrew Regulation — Annex IV (Part-MED) — Details						
(01)	Describe the relevant content of Part-MED — Medical requirements (administrative parts and requirements related to licensing only). Source: CAA-B CAR MED	X	X	X	X	X	

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(02)	State the requirements for the issue of a medical certificate. Source: CAA-B CAR MED 1.070 Issue, revalidation and renewal of medical certificates and CAR MED 1.075 Validity, revalidation and renewal of medical certificates	X	X	X	X	X	
(03)	Name the class of medical certificate required when exercising the privileges of a CPL, MPL or ATPL. Source: CAA-B CAR MED 1.060 Medical certificates	X	X	X	X	X	
(04)	State the actions to be taken in case of a decrease in medical fitness. Source: CAA-B CAR MED 1.035 Decrease in medical fitness	X	X	X	X	X	
010 05 00 00	RULES OF THE AIR ACCORDING TO ICAO ANNEX 2						
010 05 01 00	Intentionally left blank						
010 05 02 00	Rules of the Air						
010 05 02 01	Applicability of the Rules of the Air						
(01)	Explain the principle of territorial application of the various Rules of the Air, e.g. ICAO, national rules. Source: ICAO Annex 2, Chapter 2, 2.1 Territorial application of the rules of the air; CAA-B CAR OPS0 OPS 0.005 Application of Rules of the Air	X	X	X	X	X	
(02)	Explain the necessity to comply with the Rules of the Air. Source: CAA-B CAR OPS0 0.010 Compliance with the Rules of the Air	X	X	X	X	X	
(03)	State the responsibilities of the PIC. Source: CAA-B CAR OPS0 0.015 (a) Responsibility of Pilot in Command	X	X	X	X	X	

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(04)	Identify under what circumstances departure from the Rules of the Air may be allowed. Source: CAA-B CAR OPS0 0.015 (b) Deviation from Regulations	X	X	X	X	X	
(05)	Explain the duties of the PIC concerning pre-flight actions in case of an instrument flight rule (IFR) flight. Source: CAA-B CAR OPS0 0.015 (c) Pre-flight Action	X		X			
(06)	State that the PIC of an aircraft has final authority as to the disposition of the aircraft while in command. Source: CAA-B CAR OPS0 0.035 Authority of Pilot in Command	X	X	X	X	X	
(07)	Explain when the use of psychoactive substances, taking into consideration their effects, by flight crew members is prohibited. Source: ICAO Annex 13, Chapter 2 Applicability and Chapter 3, 3.1 Objective of the investigation	X	X	X	X	X	
010 05 03 00	General rules						
010 05 03 01	General rules — Collision avoidance						
(01)	Describe the rules for the avoidance of collisions. Source: CAA-B CAR OPS0 0.155 Avoidance of Collisions; 0.165 Right of Way Rules	X	X	X	X	X	
(02)	Describe the lights, including their angles, to be displayed by aircraft. Source: CAA-B CAR OPS0 0.170 Lights to be Displayed by Aircraft	X	X	X	X	X	
(03)	Interpret marshalling signals. Source: CAA-B CAR OPS0 Appendix 1 - Signals, (5) Marshalling Signals	X	X	X	X	X	

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(04)	State the basic requirements for minimum height (HGT) for the flight over congested areas of cities, towns or settlements, or over an open-air assembly of persons. Source: CAA-B CAR OPS0 0.305 (e) Flights Under Visual Flight Rules	X	X	X	X	X	
(05)	Define when the cruising levels shall be expressed in terms of flight levels (FLs). Source: CAA-B CAR OPS0 0.115 Cruising Levels	X	X	X	X	X	
(06)	Define under what circumstances cruising levels shall be expressed in terms of altitude (ALT). Source: CAA-B CAR OPS0 0.115 Cruising Levels	X	X	X	X	X	
(07)	Explain the limitation for proximity to other aircraft and the right-of-way rules, including holding at runway (RWY) holding positions and lighted stop bars. Source: CAA-B CAR OPS0 0.0160 Proximity and 0.165 Right of Way Rules	X	X	X	X	X	
(08)	Describe the meaning of light signals displayed to aircraft and by aircraft. Source: CAA-B CAR OPS0 Appendix 1 - Signals, (4) Signals for Aerodrome Traffic	X	X	X	X	X	
(09)	Describe the requirements when carrying out simulated instrument flights. Source: CAA-B CAR OPS0 0.175 Simulated Instrument Flights	X		X			
(10)	Explain the basic rules for an aircraft operating on and in the vicinity of an aerodrome (AD). Source: CAA-B CAR OPS0 0.180 Operation on and in the Vicinity of an Aerodrome	X	X	X	X	X	

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(11)	Explain the requirements for the submission of an air traffic service (ATS) flight plan. Source: CAA-B CAR OPS0 0.0185 Flight Plans	X	X	X	X	X	
(12)	Explain the actions to be taken in case of flight plan change or delay. Source: CAA-B CAR OPS0 0.205 Adherence to Flight Plan and 0.210 Deviations from the Current Flight Plan	X	X	X	X	X	
(13)	State the actions to be taken in case of inadvertent changes to track, true airspeed (TAS) and time estimate affecting the current flight plan. Source: CAA-B CAR-OPS0 0.210 Deviations from Current Flight Plan	X	X	X	X	X	
(14)	Explain the procedures for closing a flight plan. Source: CAA-B CAR-OPS0 0.185 Flight Plans (f)	X	X	X	X	X	
(15)	State for which flights an air traffic control (ATC) clearance shall be obtained. Source: CAA-B CAR-OPS0 0.200 Air Traffic Control Clearances (a)	X	X	X	X	X	
(16)	State how a pilot may request ATC clearance. Source: CAA-B CAR-OPS0 0.200 Air Traffic Control Clearances (a)	X	X	X	X	X	
(17)	State the action to be taken if an ATC clearance is not satisfactory to a PIC. Source: CAA-B CAR-OPS0 0.200 Air Traffic Control Clearances (a) Note 2	X	X	X	X	X	
(18)	Describe the required actions to be carried out if the continuation of a controlled visual flight rule (VFR) flight in visual meteorological conditions (VMC) is not practicable any more. Source:	X		X	X		

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
	CAA-B CAR-OPS 0.220 Weather Deterioration Below VMC						
(19)	Describe the provisions for transmitting a position report to the appropriate ATS unit including time of transmission and normal content of the message. Source: CAA-B CAT-OPS0 0.225 Position Reports.	X	X	X	X	X	
(20)	Describe the necessary action when an aircraft experiences a communication (COM) failure. Source: CAA-B CAR-OPS0 0.240 Communications Failure	X	X	X	X	X	
(21)	State what information an aircraft being subjected to unlawful interference shall give to the appropriate ATS unit. Source: CAA-B CAR-OPS0 0.245 Unlawful Interference	X	X	X	X	X	
010 05 04 00	Visual flight rules (VFR)						
010 05 04 01	Visual flight rules (VFR)						
(01)	Describe the VFR Source: CAA-B CAR-OPS0 0.305 Flights Under Visual Flight Rules and 0.310 Special VFR Weather Minimums	X	X	X	X	X	
010 05 05 00	Instrument flight rules (IFR)						
010 05 05 01	Instrument flight rules (IFR)						
(01)	Describe the IFR as contained in CAA-B Regulations Source: CAA-B CAR-OPS0 0.400 Aircraft Equipment, 0.405 Minimum Levels, 0.410 0.415 IFR Flights Within Controlled Airspace, 0.420 IFR Flights Outside Controlled Airspace and Appendix Table of Cruising Levels	X		X			

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
010 05 06 00	Interception of civil aircraft						
010 05 06 01	Interception of civil aircraft						
(01)	List the circumstances in which interception of a civil aircraft may occur. Source: ICAO Doc 9433, 1.2 and CAA-B CAR-OPS0 0.250 Interception	X	X	X	X	X	
(02)	State what primary action should be carried out by an intercepted aircraft. Source: CAA-B CAR-OPS0 0.250 Interception	X	X	X	X	X	
(03)	State which frequency should primarily be tried in order to contact an intercepting aircraft. Source: CAA-B CAR-OPS 0.250 (c)	X	X	X	X	X	
(04)	State on which mode and code a transponder on board the intercepted aircraft should be operated. Source: CAA-B CAR-OPS 0.250 (c)	X	X	X	X	X	
(05)	Recall the interception signals and phrases. Source: CAA-B CAR-OPS 0.250, Appendix 1 and Appendix 3	X	X	X	X	X	
010 06 00 00	AIRCRAFT OPERATIONS						
010 06 01 00	Intentionally left blank						
010 06 02 00	Intentionally left blank						
010 06 03 00	Departure procedures — (ICAO Doc 8168, Volume I)						
010 06 03 01	General criteria (assuming all engines operating)						

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(01)	State the factors dictating the design of instrument departure procedures. Source: ICAO Doc 8168, Volume I, Part II, Section 1, Chapter 1, 1.1 General	X		X			
(02)	Explain in which situations the criteria for omnidirectional departures are applied. Source: ICAO Doc 8168, Volume I, Part II, Section 2, Chapter 3, Omnidirectional departures, 3.1.1; 3.1.2; 3.1.3	X		X			
010 06 03 02	Standard instrument departures (SIDs)						
(01)	Explain the terms 'straight departure' and 'turning departure'. Source: ICAO Doc 8168, Volume I, Part II, Section 2, Chapter 2, 2.1 General; 2.3 Straight Departures; 2.4 Turning (excluding maximum speeds)	X		X			
010 06 03 03	Omnidirectional departures						
(01)	Explain what is the meaning of an 'omnidirectional departure'. Source: ICAO Doc 8168, Volume I, Attachment B, paragraph 2.5	X		X			
010 06 03 04	Intentionally left blank						
010 06 03 05	Intentionally left blank						
010 06 04 00	Approach procedures — ICAO Doc 8168, Volume I						
010 06 04 01	General criteria						

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(01)	<p>State the general criteria (except 'Speeds for procedure calculations') of the approach procedure design:</p> <ul style="list-style-type: none"> — instrument approach areas; — accuracy of fixes; — fixes formed by intersections; — intersection fix-tolerance factors; — other fix-tolerance factors; — descent gradient. <p>Source: ICAO Doc 8168, Volume I, Part II, Section 5, Chapter 1</p>	X		X			
(02)	<p>Name the five possible segments of an instrument approach procedure.</p> <p>Source: ICAO Doc 8168, Volume I, Part II, Section 5, Chapter 1, 1.2.3 Segments of the approach procedure</p>	X		X			
(03)	<p>State the reasons for establishing aircraft categories for the approach.</p> <p>Source ICAO Doc 8168, Volume I, Part II, Section 5, Chapter 1, 1.4 Categories of aircraft</p>	X		X			
(04)	<p>State the maximum angle between the final approach track and the extended RWY centre line to still consider a non-precision approach as being a 'straight-in approach'.</p> <p>Source: ICAO Doc 8168, Volume I, Part II, Section 5, Chapter 1, 1.2.4 Types of approach</p>	X		X			
(05)	<p>State the minimum obstacle clearance (MOC) provided by the minimum sector altitudes (MSAs) established for an aerodrome.</p> <p>Source: ICAO Doc 8168, Volume I, Part II, Section 4, Chapter 1, 1.3 Minimum sector altitudes (MSA)/terminal arrival altitudes (TAA)</p>	X		X			

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(06)	State that a pilot shall apply wind corrections when carrying out an instrument approach procedure. Source: ICAO Doc 8168 Volume 1, Part II,	X		X			
(07)	State the most significant factor influencing the conduct of instrument approach procedures. Source: ICAO Doc 8168, Volume II, Part I, Section 2, Chapter 1	X		X			
(08)	Explain why a pilot should not descend below obstacle clearance altitude/height (OCA/H), which are established for: precision approach procedures; non-precision approach procedures; visual (circling) procedures; APV approach procedures. Source: ICAO Doc 8168, Volume I, Part II, Section 5, Chapter 1, 1.6 Obstacle clearance altitude/height (OCA/H)	X		X			
(09)	Describe in general terms the relevant factors for the calculation of operational minima. Source: ICAO Doc 8168, Volume I, Part II, Section 5, Chapter 1, 1.7 Factors affecting operational minima						
(10)	State the following acronyms in plain language: DA, DH, OCA, OCH, MDA, MDH, MOC, DA/H, OCA/H, MDA/H. Source: ICAO Doc 8168, Volume I, Part I, Section 1, Chapters 1 and 2	X		X			

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(11)	<p>Explain the relationship between the terms: DA, DH, OCA, OCH, MDA, MDH, MOC, DA/H, OCA/H, and MDA/H.</p> <p>Source: ICAO Doc 8168, Volume I, Part II, Section 5, Chapter 1 General requirements</p>	X		X			
010 06 04 02	Approach procedure design						
(01)	Intentionally left blank						
(02)	<p>General requirements State within which area of the cross section the minimum obstacle clearance (MOC) is provided for the whole width of the area.</p> <p>Source: ICAO Doc 8168, Volume I, Part II, Section 1, Chapter 1, 1.3 Areas, 1.3.1</p>	X		X			
(03)	<p>Define the terms 'IAF', 'IF', 'FAF', 'FAP', 'MAPt' and 'TP'.</p> <p>Source: ICAO Doc 8168, Volume I, Part I, Section 1 Definitions, abbreviations and acronyms and units of measurement</p>	X		X			
(04)	Intentionally left blank						
(05)	<p>State the optimum descent gradient (preferred for a precision approach) in degrees and per cent.</p> <p>Source: ICAO Doc 8168, Volume I, Part II, Section 5, Chapter 1, 1.10 Descent gradient</p>	X		X			
010 06 04 03	Arrival and approach segments						
(01)	<p>Name the five standard segments of an instrument approach procedure, and state the beginning and end for each of them.</p> <p>Source: ICAO Doc 8168, Volume I, Part II, Section 5, Chapter 1, 1.2 Instrument approach procedure</p>	X		X			

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(02)	Describe where an arrival route normally ends. Source: ICAO Doc 8168, Volume I, Part II, Section 4 Arrival procedures, Chapter 1 General requirements	X		X			
(03)	State the main task of the initial approach segment. Source: ICAO Doc 8168, Volume I, Part II, Section 5, Chapter 3 Initial approach	X		X			
(04)	Describe the maximum angle of interception between the initial approach segment and the intermediate approach segment (provided at the intermediate fix) for a precision approach and a non-precision approach. Source: ICAO Doc 8168, Volume I, Part II, Section 5, Chapter 3 Initial approach	X		X			
(05)	Describe the main task of the intermediate approach segment. Source: ICAO Doc 8168, Volume I, Part II, Section 5, Chapter 4 Intermediate approach	X		X			
(06)	State the main task of the final approach segment. Source: ICAO Doc 8168, Volume I, Part II, Section 5, Chapter 5 Final approach	X		X			
(07)	Name the two possible aims of a final approach. Source: ICAO Doc 8168, Volume I, Part II, Section 5, Chapter 1 General requirements and Chapter 5 Final approach	X		X			
(08)	Explain the term 'final approach point' in case of an ILS approach. Source: ICAO Doc 8168, Volume I, Part II, Section 5, Chapter 5 Final approach	X		X			

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(09)	State what happens if an ILS glide path (GP) becomes inoperative during the approach. Source: CAO Doc 8168, Volume I, Part II, Section 5, Chapter 5 Final approach	X		X			
010 06 04 04	Missed approach						
(01)	Name the three phases of a missed approach procedure and describe their geometric limits. Source: ICAO Doc 8168, Volume I, Part II, Section 5, Chapter 7 Missed approach	X		X			
(02)	State the main task of a missed approach procedure. Source: ICAO Doc 8168, Volume I, Part II, Section 5, Chapter 7 Missed approach segment	X		X			
(03)	Define the term 'missed approach point (MAPt)'. Source: ICAO Doc 8168, Volume I, Part I, Section 1 Definitions, abbreviations and acronyms and units of measurement	X		X			
(04)	Describe how an MAPt may be established in an approach procedure. Source: ICAO Doc 8168, Volume I, Part II, Section 5, Chapter 7 Missed approach	X		X			
(05)	State the pilot's action if, upon reaching the MAPt, the required visual reference is not established. Source: ICAO Doc 8168, Volume I, Part II, Section 5, Chapter 7 Missed approach	X		X			
(06)	Describe what a pilot is expected to do in the event a missed approach is initiated prior to arriving at the MAPt. Source: ICAO Doc 8168, Volume I, Part II, Section 5, Chapter 7 Missed approach	X		X			

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(07)	State whether the pilot is obliged to cross the MAPt at the height (HGT)/altitude (ALT) required by the procedure or whether they are allowed to cross the MAPt at a HGT/ALT greater than that required by the procedure. Source: ICAO Doc 8168, Volume I, Part II, Section 5, Chapter 7 Missed approach	X		X			
010 06 04 05	Visual manoeuvring (circling) in the vicinity of the aerodrome (AD)						
(01)	Describe what is meant by 'visual manoeuvring (circling)'. Source: ICAO Doc 8168, Volume I, Part II, Section 5, Chapter 6 Visual manoeuvring (circling)	X		X			
(02)	Describe how a prominent obstacle in the visual manoeuvring (circling) area outside the final approach and missed approach area has to be considered for the visual circling. Source: ICAO Doc 8168, Volume I, Part II, Section 5, Chapter 6 Visual manoeuvring (circling)	X		X			
(03)	State for which category of aircraft the obstacle clearance altitude/height (OCA/H) within an established visual manoeuvring (circling) area is determined. Source: ICAO Doc 8168, Volume I, Part II, Section 5, Chapter 6 Visual manoeuvring (circling)	X		X			
(04)	Describe how the minimum descent altitude/height (MDA/H) is specified for visual manoeuvring (circling) if the OCA/H is known. Source: ICAO Doc 8168, Volume I, Part II, Section 5, Chapter 6 Visual manoeuvring (circling)	X		X			
(05)	State the conditions to be fulfilled before descending below MDA/H in a visual	X		X			

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
	manoeuvring (circling) approach. Source: ICAO Doc 8168, Volume I, Part II, Section 5, Chapter 6 Visual manoeuvring (circling)						
(06)	Explain why there can be no single procedure designed that will cater for conducting a circling approach in every situation. Source: ICAO Doc 8168, Volume I, Part II, Section 5, Chapter 6 Visual manoeuvring (circling)	X		X			
(07)	State how the pilot is expected to act after initial visual contact during a visual manoeuvring (circling). Source: ICAO Doc 8168, Volume I, Part II, Section 5, Chapter 6 Visual manoeuvring (circling)	X		X			
(08)	Describe what the pilot is expected to do if visual reference is lost while circling to land from an instrument approach. Source: ICAO Doc 8168, Volume I, Part II, Section 5, Chapter 6 Visual manoeuvring (circling)	X		X			
010 06 04 06	Intentionally left blank Note: VOR and VOR/DME are covered under 062 02 03 00 and 062 02 04 00.						
010 06 05 00	Holding procedures — ICAO Doc 8168, Volume I						
010 06 05 01	Entry and holding						
(01)	Explain why deviations from the in-flight procedures of a holding established in accordance with ICAO Doc 8168 are dangerous. Source: ICAO Doc 8168, Volume I, Part II, Section 6	X		X			
(02)	State that if for any reason a pilot is unable to conform to the procedures for normal	X		X			

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
	conditions laid down for any particular holding pattern, this pilot should advise ATC as early as possible. Source: ICAO Doc 8168, Volume I, Part II, Section 6						
(03)	Describe the shape and terminology associated with the holding pattern. Source: ICAO Doc 8168, Volume I, Part II, Section 6	X		X			
(04)	State the bank angle and rate of turn to be used whilst flying in a holding pattern. Source: ICAO Doc 8168, Volume I, Part II, Section 6	X		X			
(05)	Explain why a pilot in a holding pattern should attempt to maintain tracks and how this can be achieved. Source: ICAO Doc 8168, Volume I, Part II, Section 6	X		X			
(06)	Describe where outbound timing begins in a holding pattern. Source: ICAO Doc 8168, Volume I, Part II, Section 6	X		X			
(07)	State where the outbound leg in a holding terminates if the outbound leg is based on DME. Source: ICAO Doc 8168, Volume I, Part II, Section 6	X		X			
(08)	Describe the three heading entry sectors for entries into a holding pattern. Source: ICAO Doc 8168, Volume I, Part II, Section 6	X		X			
(09)	Describe the terms 'parallel entry', 'offset entry' and 'direct entry'. Source: ICAO Doc 8168, Volume I, Part II, Section 6	X		X			

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(10)	Determine the correct entry procedure for a given holding pattern. Source: ICAO Doc 8168, Volume I, Part II, Section 6	X		X			
(11)	State the still-air time for flying the outbound entry heading with or without DME. Source: ICAO Doc 8168, Volume I, Part II, Section 6	X		X			
(12)	Describe what the pilot is expected to do when clearance is received specifying the time of departure from the holding point. Source: ICAO Doc 8168, Volume I, Part II, Section 6	X		X			
010 06 05 02	Obstacle clearance						
(01)	Describe the layout of the basic holding area, entry area and buffer area of a holding pattern. Source: ICAO Doc 8168, Volume I, Part II, Section 6	X		X			
(02)	State which obstacle clearance is provided by a minimum permissible holding level referring to the holding area, the buffer area (general only) and over high terrain or in mountainous areas. Source: ICAO Doc 8168, Volume I, Part II, Section 6	X		X			
010 06 06 00	Altimeter-setting procedures — ICAO Doc 8168						
010 06 06 01	Basic requirements and procedures						
(01)	Describe the two main objectives of altimeter settings. Source: ICAO Doc 8168, Volume III, Section 2, Chapter 1	X	X	X	X	X	

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(02)	Define the terms 'QNH' and 'QFE'. Source: ICAO Doc 8168, Volume I, Part I, Section 1, Chapter 2; ICAO Doc 8168, Volume III, Section 2, Chapter 1	X	X	X	X	X	
(03)	Describe the different terms for ALT or flight levels (FLs) respectively, which are the references during climb or descent to change the altimeter settings from QNH to 1013.2 hPa and vice versa. Source: ICAO Doc 8168, Volume III, Section 2, Chapter 1	X	X	X	X	X	
(04)	Define the term 'flight level (FL)'. Source: ICAO Doc 8168, Volume I, Part I, Section 1 Definitions, abbreviations and acronyms and units of measurement	X	X	X	X	X	
(05)	State where FL zero shall be located. Source: ICAO Doc 8168, Volume III, Section 2, Chapter 2	X	X	X	X	X	
(06)	State the interval by which consecutive FLs shall be separated. Source: ICAO Doc 8168, Volume III, Section 2, Chapter 2	X	X	X	X	X	
(07)	Describe how FLs are defined. Source: ICAO Doc 8168, Volume III, Section 2, Chapter 2	X	X	X	X	X	
(08)	Define the term 'transition altitude (TA)'. Source: ICAO Doc 8168, Volume I, Part I, Section 1 Definitions, abbreviations and acronyms and units of measurement	X	X	X	X	X	
(09)	State how TAs shall normally be specified. Source: ICAO Doc 8168, Volume III, Section 2, Chapter 2	X	X	X	X	X	
(10)	Explain how the HGT of the TA is calculated and expressed in practice.	X	X	X	X	X	

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
	Source: ICAO Doc 8168, Volume III, Section 2, Chapter 2						
(11)	State where TAs shall be published. Source: ICAO Doc 8168, Volume III, Section 2, Chapter 2	X	X	X	X	X	
(12)	Define the term 'transition level (TRL)'. Source: ICAO Doc 8168, Volume I, Part I, Section 1 Definitions, abbreviations and acronyms and units of measurement	X	X	X	X	X	
(13)	State when the TRL is normally passed on to the aircraft. Source: ICAO Doc 8168, Volume III, Section 2, Chapter 2	X	X	X	X	X	
(14)	State how the vertical position of the aircraft shall be expressed at or below the TA and TRL. Source: ICAO Doc 8168, Volume III, Section 2, Chapter 2	X	X	X	X	X	
(15)	Define the term 'transition layer'. Source: ICAO Doc 8168, Volume I, Part I, Section 1 Definitions, abbreviations and acronyms and units of measurement	X	X	X	X	X	
(16)	Describe when the vertical position of an aircraft passing through the transition layer shall be expressed in terms of FLs and when in terms of ALT. Source: ICAO Doc 8168, Volume III, Section 2, Chapter 2	X	X	X	X	X	
(17)	State when the QNH altimeter setting shall be made available to departing aircraft. Source: ICAO Doc 8168, Volume III, Section 2, Chapter 2	X	X	X	X	X	

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(18)	<p>Explain when the vertical separation of an aircraft during en- route flight shall be assessed in terms of ALT and when in terms of FLs.</p> <p>Source: ICAO Doc 8168, Volume III, Section 2, Chapter 3</p>	X	X	X	X	X	
(19)	<p>Explain when, in air-ground communications during an en- route flight, the vertical position of an aircraft shall be expressed in terms of ALT and when in terms of FLs.</p> <p>Source: ICAO Doc 8168, Volume III, Section 2, Chapter 3</p>	X	X	X	X	X	
(20)	<p>Describe why QNH altimeter-setting reports should be provided from sufficient locations.</p> <p>Source: ICAO Doc 8168, Volume III, Section 2, Chapter 2</p>	X	X	X	X	X	
(21)	<p>State how a QNH altimeter setting shall be made available to aircraft approaching a controlled aerodrome (AD) for landing.</p> <p>Source: ICAO Doc 8168, Volume III, Section 2, Chapter 2</p>	X	X	X	X	X	
(22)	<p>State under which circumstances the vertical position of an aircraft above the TRL may be referenced in ALT.</p> <p>Source: ICAO Doc 8168, Volume III, Section 2, Chapter 2</p>	X	X	X	X	X	
010 06 06 02	Procedures for operators and pilots						
(01)	<p>State on which setting at least one altimeter shall be set prior to take-off.</p> <p>Source: ICAO Doc 8168, Volume III, Section 2, Chapter 3</p>	X	X	X	X	X	

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(02)	State where during the climb the altimeter setting shall be changed from QNH to 1013.2 hPa. Source: ICAO Doc 8168, Volume III, Section 2, Chapter 3	X	X	X	X	X	
(03)	Describe when a pilot of an aircraft intending to land at an AD shall obtain the TRL. Source: ICAO Doc 8168, Volume III, Section 2, Chapter 3	X	X	X	X	X	
(04)	Describe when a pilot of an aircraft intending to land at an AD shall obtain the actual QNH altimeter setting. Source: ICAO Doc 8168, Volume III, Section 2, Chapter 3	X	X	X	X	X	
(05)	State where the altimeter settings shall be changed from 1013.2 hPa to QNH during descent for landing. Source: ICAO Doc 8168, Volume III, Section 2, Chapter 3	X	X	X	X	X	
010 06 07 00	Parallel or near-parallel instrument RWYs — ICAO Doc 8168, Volume I						
010 06 07 01	Simultaneous operation on parallel or near-parallel instrument RWYs						
(01)	Describe the difference between independent and dependent parallel approaches. Source: ICAO Doc 8168, Volume III, Section 3, Chapter 1	X	X	X	X	X	

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(02)	Describe the following different operations: simultaneous instrument departures; segregated parallel approaches/departures; semi-mixed and mixed operations. Source: ICAO Doc 8168, Volume III, Section 3, Chapter 1	X	X	X	X	X	
(03)	Describe the terms 'normal operating zone (NOZ)' and 'no transgression zone (NTZ)'. Source: ICAO Doc 8168, Volume III, Section 1, Chapter 1; ICAO Doc 4444, Chapter 6 (Note: For the dimensions of the NTZ)	X	X	X	X	X	
(04)	State the aircraft avionics requirements for conducting parallel instrument approaches. Source: ICAO Doc 8168, Volume III, Section 3, Chapter 1	X	X	X	X	X	
(05)	State where guidance material may be located for simultaneous operations on parallel or near-parallel instrument runways. Source: ICAO Doc 8168, Volume III, Section 3, Chapter 1	X	X	X	X	X	
(06)	State the radar requirements for simultaneous, independent, and parallel instrument approaches, and how weather conditions effect these. Source: ICAO Doc 8168 Volume III, Section 3, Chapter 1; ICAO Doc 4444, Chapter 6	X	X	X	X	X	

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(07)	State the maximum angle of interception for an ILS localiser course (CRS) or microwave landing system (MLS) final approach track in case of simultaneous, independent, and parallel instrument approaches. Source: ICAO Doc 8168, Volume III, Section 3, Chapter 1	X	X	X	X	X	
(08)	Describe the special conditions for tracks on missed approach procedures and departures in case of simultaneous or parallel operations. Source: ICAO Doc 8168, Volume III, Section 3, Chapter 1	X	X	X	X	X	
010 06 08 00	Secondary surveillance radar (transponder) operating procedures — ICAO Doc 8168						
010 06 08 01	Operation of transponders						
(01)	State when and where the pilot shall operate the transponder. Source: ICAO Doc 8168, Volume III, Section 4, Chapter 1	X	X	X	X	X	
(02)	State the modes and codes that the pilot shall operate in the absence of any ATC directions or regional air navigation agreements. Source: ICAO Doc 8168, Volume III, Section 4, Chapter 1	X	X	X	X	X	
(03)	State when the pilot shall operate Mode C. Source: ICAO Doc 8168, Volume III, Section 4, Chapter 1	X	X	X	X	X	
(04)	State when the pilot shall 'SQUAWK IDENT'. Source: ICAO Doc 8168, Volume III, Section 4, Chapter 1	X	X	X	X	X	

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(05)	State the transponder code to indicate: a state of emergency; a COM failure; unlawful interference. Source ICAO Doc 8168, Volume III, Section 4, Chapter 1	X	X	X	X	X	
(06)	Describe the consequences of a transponder failure in flight. Source: ICAO Doc 8168, Volume III, Section 4, Chapter 1	X	X	X	X	X	
(07)	State the primary action of the pilot in the case of an unserviceable transponder before departure when no repair or replacement at the given AD is possible. Source: ICAO Doc 8168, Volume III, Section 4, Chapter 1	X	X	X	X	X	
(08)	State when the pilot shall operate Mode S. Source: ICAO Doc 8168, Volume III, Section 4, Chapter 1						
010 06 08 02	Operation of airborne collision avoidance system (ACAS) equipment						
(01)	Describe the main reason for using ACAS. Source: ICAO Doc 8168, Volume III, Section 4, Chapter 3, 3.1 ACAS overview	X	X	X	X	X	
(02)	State whether the 'use of ACAS indications' described in ICAO Doc 8168 is absolutely mandatory. Source: ICAO Doc 8168, Volume III, Section 4, Chapter 3, 3.2 Use of ACAS indications	X	X	X	X	X	

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(03)	<p>Explain the pilots' reaction required to allow ACAS to fulfil its role of assisting pilots in the avoidance of potential collisions.</p> <p>Source: ICAO Doc 8168, Volume III, Section 4, Chapter 3, 3.2 Use of ACAS indications</p>	X	X	X	X	X	
(04)	<p>Explain why pilots shall not manoeuvre their aircraft in response to traffic advisories (TAs) only.</p> <p>Source: ICAO Doc 8168, Volume III, Section 4, Chapter 3, 3.2 Use of ACAS indications</p>	X	X	X	X	X	
(05)	<p>Explain the significance of TAs in view of possible resolution advisories (RAs).</p> <p>Source: ICAO Doc 8168, Volume III, Section 4, Chapter 3, 3.2 Use of ACAS indications</p>	X	X	X	X	X	
(06)	<p>State why a pilot should follow RAs immediately.</p> <p>Source: ICAO Doc 8168, Volume III, Section 4, Chapter 3, 3.2 Use of ACAS indications</p>	X	X	X	X	X	
(07)	<p>Use of ACAS indications</p> <p>List the reasons which may force a pilot to disregard an RA.</p> <p>Source: ICAO Doc 8168, Volume III, Section 4, Chapter 3, 3.2 Use of ACAS indications</p>	X	X	X	X	X	
(08)	<p>Explain the importance of instructing ATC immediately that an RA has been followed.</p> <p>Source: ICAO Doc 8168, Volume III, Section 4, Chapter 3, 3.2 Use of ACAS indications</p>	X	X	X	X	X	

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(09)	<p>Explain the duties of a pilot with regard to ATC when an RA situation is resolved.</p> <p>Source: ICAO Doc 8168, Volume III, Section 4, Chapter 3, 3.2 Use of ACAS indications</p>	X	X	X	X	X	
010 07 00 00	AIR TRAFFIC SERVICES (ATS) AND AIR TRAFFIC MANAGEMENT (ATM)						
010 07 01 00	ICAO Annex 11 — Air Traffic Services						
010 07 01 01	Definitions						
(01)	<p>Recall the definitions given in ICAO Annex 11.</p> <p>Source: ICAO Annex 11, Chapter 1 Definitions</p>	X	X	X	X	X	
010 07 01 02	General						
(01)	<p>State the objectives of ATS.</p> <p>Source: ICAO Annex 11, Chapter 2, 2.2 Objectives of ATS</p>	X	X	X	X	X	
(02)	<p>Describe the three basic types of ATS.</p> <p>Source: ICAO Annex 11, Chapter 2, 2.3 Divisions of the air traffic services</p>	X	X	X	X	X	
(03)	<p>Describe the three basic types of ATC services.</p> <p>Source: ICAO Annex 11, Chapter 2, 2.3 Divisions of the air traffic services</p>	X	X	X	X	X	
(04)	<p>State on which frequencies a pilot can expect ATC to contact them in case of an emergency.</p> <p>Source: ICAO Annex 11, Chapter 2, 2.24 Service to aircraft in the event of an emergency, 2.25 In-flight contingencies, Chapter 5, 5.3 Use of communication facilities, and Chapter 6, 6.1.1.1 (referring to Annex 10, Volumes II and V), Chapter 4, 4.1.3.1</p>	X	X	X	X	X	

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(05)	Describe the procedure for the transfer of an aircraft from one ATC unit to another. Source: ICAO Annex 11, Chapter 3, 3.6.1 Transfer of responsibility for control	X	X	X	X	X	
010 07 01 03	Airspace						
(01)	Describe the purpose for establishing flight information regions (FIRs) including upper flight information regions (UIRs). Source: ICAO Annex 11, Chapter 2: 2.10; 2.11	X	X	X	X	X	
(02)	Describe the various rules and services that apply to the various classes of airspace. Source: ICAO Annex 11, Chapter 2, 2.6 Classification of airspaces and Annex 11, Appendix 4	X	X	X	X	X	
(03)	Explain which airspace shall be included in an FIR or UIR. Source: ICAO Annex 11, Chapter 2,	X	X	X	X	X	
(04)	State the designation for those portions of the airspace where flight information service (FIS) and alerting service shall be provided. Source: ICAO Annex 11, Chapter 2, 2.5 Designation of the portions of the airspace and controlled aerodromes where air traffic services will be provided	X	X	X	X	X	
(05)	State the designations for those portions of the airspace where ATC services shall be provided. Source: ICAO Annex 11, Chapter 2, 2.5 Designation of the portions of the airspace and controlled aerodromes where air traffic services will be provided	X	X	X	X	X	

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(06)	Identify whether or not control areas (CTAs) and control zones (CTRs) designated within an FIR shall form part of that FIR. Source: ICAO Annex 11, Chapter 2, 2.5 Designation of the portions of the airspace and controlled aerodromes where air traffic services will be provided	X	X	X	X	X	
(07)	State the lower limit of a CTA as far as ICAO Standards are concerned. Source: ICAO Annex 11, Chapter 2, 2.11.3 Control areas	X	X	X	X	X	
(08)	State whether or not the lower limit of a CTA has to be established uniformly. Source: ICAO Annex 11, Chapter 2, 2.11.3 Control areas	X	X	X	X	X	
(09)	Explain why a UIR or upper CTA should be delineated to include the upper airspace within the lateral limits of a number of lower FIRs or CTAs. Source: ICAO Annex 11, Chapter 2, 2.11 Specifications for flight information regions, control areas and control zones	X	X	X	X	X	
(10)	Describe in general the lateral limits of CTRs. Source: ICAO Annex 11, Chapter 2, 2.11.5 Control zones	X	X	X	X	X	
(11)	State the minimum extension (in NM) of the lateral limits of a CTR. Source: ICAO Annex 11, Chapter 2, 2.11.5 Control zones	X	X	X	X	X	
(12)	State the upper limits of a CTR located within the lateral limits of a CTA. Source: ICAO Annex 11, Chapter 2, 2.11.5 Control zones	X	X	X	X	X	

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
010 07 01 04	Air traffic control (ATC) services						
(01)	Name all classes of airspace in which ATC services shall be provided. Source: ICAO Annex 11, Chapter 3, 3.1 Application	X	X	X	X	X	
(02)	Name the ATS units providing ATC services (area control service, approach control service, aerodrome control service). Source: ICAO Annex 11, Chapter 3, 3.2 Provision of air traffic control service	X	X	X	X	X	
(03)	Describe which unit(s) may be assigned with the task to provide specified services on the apron. Source: ICAO Annex 11, Chapter 3, 3.2 Provision of air traffic control service	X	X	X	X	X	
(04)	State the purpose of clearances issued by an ATC unit. Source: ICAO Annex 11, Chapter 3, 3.3 Operation of air traffic control service	X	X	X	X	X	
(05)	List the various (five possible) parts of an ATC clearance. Source: ICAO Annex 11, Chapter 3, 3.7.1 Contents of clearances	X	X	X	X	X	
(06)	Explain why the movement of persons, vehicles and towed aircraft on the manoeuvring area of an AD shall be controlled by the aerodrome control tower (TWR) (as necessary). Source: ICAO Annex 11, Chapter 3, 3.8 Control of persons and vehicles at aerodromes, 3.8.1	X	X	X	X	X	
010 07 01 05	Flight information service (FIS)						
(01)	State for which aircraft FIS shall be provided.	X	X	X	X	X	

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
	Source: ICAO Annex 11, Chapter 4, 4.1 Application						
(02)	State whether or not FIS shall include the provision of pertinent significant meteorological information (SIGMET) and air meteorological information report (AIRMET) information. Source: ICAO Annex 11, Chapter 4, 4.2 Scope of flight information service	X	X	X	X	X	
(03)	State which information FIS shall include in addition to SIGMET and AIRMET information. Source: ICAO Annex 11, Chapter 4, 4.2 Scope of flight information service	X	X	X	X	X	
(04)	Indicate which other information the FIS shall include in addition to the special information given in Annex 11. Source: ICAO Annex 11, Chapter 4, 4.2 Scope of flight information service, 4.2.2 Note 2 and Attachment B	X	X	X	X	X	
(05)	State the meaning of the acronym 'ATIS' in plain language. Source: ICAO Annex 11, Chapter 4, 4.3.4 Voice-automatic terminal information service (Voice-ATIS) broadcasts	X	X	X	X	X	
(06)	List the basic information concerning automatic terminal information service (ATIS) broadcasts (e.g. frequencies used, number of ADs included, updating, identification, acknowledgment of receipt, language and channels, ALT- setting). Source: ICAO Annex 11, Chapter 4, 4.3.4 Voice-automatic terminal information service (Voice-ATIS) broadcasts	X	X	X	X	X	
(07)	State the content of an ATIS message. Source: ICAO Annex 11, Chapter 4, 4.3.7 ATIS for arriving and departing aircraft	X	X	X	X	X	

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(08)	State the reasons and circumstances when an ATIS message shall be updated. Source: ICAO Annex 11, Chapter 4, 4.3.6 Automatic terminal information service (voice and/or data link)	X	X	X	X	X	
010 07 01 06	Alerting service						
(01)	State who provides the alerting service. Source: ICAO Annex 11, Chapter 2, 2.10 Establishment and designation of the units providing air traffic services	X	X	X	X	X	
(02)	State who is responsible for initiating the appropriate emergency phase. Source: ICAO Annex 11, Chapter 5 Alerting service	X	X	X	X	X	
(03)	State the aircraft to which alerting service shall be provided. Source: ICAO Annex 11, Chapter 5 Alerting service	X	X	X	X	X	
(04)	State which unit shall be notified by the responsible ATS unit immediately when an aircraft is considered to be in a state of emergency. Source: ICAO Annex 11, Chapter 5 Alerting service	X	X	X	X	X	
(05)	Name the three stages of emergency and describe the basic conditions for each kind of emergency. Source: ICAO Annex 11, Chapter 5 Alerting service	X	X	X	X	X	
(06)	State the meaning of the expressions 'INCERFA', 'ALERFA' and 'DETRESFA'. Source: ICAO Annex 11, Chapter 5 Alerting service	X	X	X	X	X	

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(07)	State the information to be provided to those aircraft that operate in the vicinity of an aircraft that is either in a state of emergency or unlawful interference. Source: ICAO Annex 11, Chapter 5 Alerting service	X	X	X	X	X	
010 07 01 07	Principles governing required navigation performance (RNP) and air traffic service (ATS) route designators						
(01)	State the meaning of the acronym 'RNP'. Source: ICAO Annex 11, Chapter 1 Definitions	X	X	X	X	X	
(02)	State the factors that RNP is based on. Source: ICAO Annex 11, Chapter 1 Definitions (Navigation specification)	X	X	X	X	X	
(03)	Describe the reason for establishing a system of route designators and navigation specifications. Source: ICAO Annex 11, Appendix 1, 1. Designators for ATS routes and navigation specifications	X	X	X	X	X	
(04)	State whether or not a prescribed RNP type is considered an integral part of the ATS route designator. Source: ICAO Annex 11, Appendix 1, 1. Designators for ATS routes and navigation specifications	X	X	X	X	X	
(05)	Explain the composition of an ATS route designator. Source: ICAO Annex 11, Appendix 1, 2. Composition of designator (not to the extent of memorising the codes in 2.2.1)	X	X	X	X	X	
010 07 02 00	ICAO Doc 4444 — Air Traffic Management						
010 07 02 01	Foreword (Scope and purpose)						

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(01)	State which ATS units provide clearances that do, and do not, include the prevention of collision with terrain. Source: ICAO Doc 4444, Foreword, 2 Scope and purpose, 2.1	X	X	X	X	X	
010 07 02 02	Intentionally left blank						
010 07 02 03	ATS system capacity and air traffic flow management (ATFM)						
(01)	Explain when and where ATFM services shall be implemented. Source: ICAO Doc 4444, Chapter 3, 3.2 Air traffic flow management, 3.2.1 General	X	X	X	X	X	
010 07 02 04	General provisions for air traffic services (ATS)						
(01)	Describe who is responsible for the provision of flight information and alerting services within an FIR, within controlled airspace and at controlled ADs. Source: ICAO Doc 4444, Chapter 4, 4.2 Responsibility for the provision of flight information service and alerting service	X	X	X	X	X	
010 07 02 05	ATC clearances						
(01)	State which information the issue of an ATC clearance is based on. Source: ICAO Doc 4444, Chapter 4, 4.5 Air traffic control clearances, 4.5.1 Scope and purpose	X	X	X	X	X	
(02)	Describe what a PIC should do if an ATC clearance is not suitable. Source: ICAO Doc 4444, Chapter 4, 4.5 Air traffic control clearances, 4.5.1 Scope and purpose	X	X	X	X	X	

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(03)	<p>Air traffic control clearances, 4.5.1 Scope and purpose State who bears the responsibility for adhering to the applicable rules and regulations whilst flying under the control of an ATC unit.</p> <p>Source: ICAO Doc 4444, Chapter 4, 4.5 Air traffic control clearances, 4.5.1 Scope and purpose</p>	X	X	X	X	X	
(04)	<p>State the two primary purposes of clearances issued by ATC units.</p> <p>Source: ICAO Doc 4444, Chapter 4, 4.5 Air traffic control clearances, 4.5.1 Scope and purpose</p>	X	X	X	X	X	
(05)	<p>State why clearances must be issued 'early enough' to aircraft.</p> <p>Source: ICAO Doc 4444, Chapter 4, 4.5 Air traffic control clearances, 4.5.1 Scope and purpose</p>	X	X	X	X	X	
(06)	<p>Explain what is meant by the expression 'clearance limit'.</p> <p>Source: ICAO Doc 4444, Chapter 4, 4.5.7 Description of air traffic control clearances, 4.5.7.1 Clearance limit</p>	X	X	X	X	X	
(07)	<p>Explain the meaning of the phrases 'cleared via flight planned route', 'cleared via (designation) departure' and 'cleared via (designation) arrival' in an ATC clearance.</p> <p>Source: ICAO Doc 4444, Chapter 4, 4.5.7 Description of air traffic control clearances, 4.5.7.2 Route of flight</p>	X	X	X	X	X	
(08)	<p>List which items of an ATC clearance shall always be read back by the flight crew.</p> <p>Source: ICAO Doc 4444, Chapter 4, 4.5.7.5 Readback of clearances</p>	X	X	X	X	X	

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
010 07 02 06	Horizontal speed control instructions						
(01)	Explain the reason for speed control by ATC. Source: ICAO Doc 4444, Chapter 4, 4.6 Horizontal speed control instructions, 4.6.1 General	X	X	X	X	X	
(02)	Define the maximum speed changes that ATC may impose. Source: ICAO Doc 4444, Chapter 4, 4.6.3 Descending and arriving aircraft	X	X	X	X	X	
(03)	State within what distance from the THR the PIC should not expect any kind of speed control. Source: ICAO Doc 4444, Chapter 4, 4.6.3 Descending and arriving aircraft	X	X	X	X	X	
010 07 02 07	Change from IFR to VFR flight						
(01)	Explain how the change from IFR to VFR can be initiated by the PIC. Source: ICAO Doc 4444, Chapter 4, 4.8 Change from IFR to VFR flight	X		X			
(02)	Describe the expected reaction of the appropriate ATC unit upon a request to change from IFR to VFR. Source: ICAO Doc 4444, Chapter 4, 4.8 Change from IFR to VFR flight	X		X			
010 07 02 08	Wake turbulence						
(01)	State the wake-turbulence categories of aircraft. Source: ICAO Doc 4444, Chapter 4, 4.9.1 Wake turbulence categories of aircraft	X	X	X	X	X	

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(02)	State the wake-turbulence separation minima. Source: ICAO Doc 4444, Chapter 5, 5.8 Timebased wake turbulence longitudinal separation minima; ICAO Doc 4444, Chapter 8, 8.7.3.4 (table of distance-based wake turbulence separation minima) and 8.7.3.4.1 (appropriate conditions for application)	X	X	X	X	X	
(03)	Describe how a 'heavy' aircraft shall indicate this in the initial radiotelephony contact with ATS. Source: ICAO Doc 4444, Chapter 4, 4.9.2 Indication of heavy wake turbulence category	X	X	X	X	X	
010 07 02 09	Altimeter-setting procedures						
(01)	Define the following terms: - TRL; - transition layer; and ■ - TA. Source: ICAO Doc 4444, Chapter 1 Definitions	X	X	X	X	X	
(02)	Describe how the vertical position of an aircraft in the vicinity of an AD shall be expressed at or below the TA, at or above the TRL, and while climbing or descending through the transition layer. Source: ICAO Doc 4444, Chapter 4, 4.10.1 Expression of vertical position of aircraft	X	X	X	X	X	
(03)	Intentionally left blank						
(04)	State in which margin altimeter settings provided to aircraft shall be rounded up or down. Source: ICAO Doc 4444, Chapter 4, 4.10.4 Provision of altimeter setting information	X	X	X	X	X	
(05)	Describe the expression 'lowest usable FL'. Source: ICAO Doc 4444, Chapter 4, 4.10.4 Provision of altimeter setting information	X	X	X	X	X	

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(06)	Determine how the vertical position of an aircraft on an en- route flight is expressed at or above the lowest usable FL and below the lowest usable FL. Source: ICAO Doc 4444, Chapter 4, 4.10.1 Expression of vertical position of aircraft	X	X	X	X	X	
(07)	State who establishes the TRL to be used in the vicinity of an AD. Source: ICAO Doc 4444, Chapter 4, 4.10.2 Determination of the transition level	X	X	X	X	X	
(08)	Decide how and when a flight crew member shall be informed about the TRL. Source: ICAO Doc 4444, Chapter 4, 4.10.4 Provision of altimeter setting information	X	X	X	X	X	
(09)	State whether or not the pilot can request TRL to be included in the approach clearance. Source: ICAO Doc 4444, Chapter 4, 4.10.4 Provision of altimeter setting information	X	X	X	X	X	
010 07 02 10	Position reporting						
(01)	Describe when position reports shall be made by an aircraft flying on routes defined by designated significant points. Source: ICAO Doc 4444, Chapter 4, 4.11.1 Transmission of position reports, 4.11.1.1	X	X	X	X	X	
(02)	List the six items that are normally included in a voice position report. Source: ICAO Doc 4444, Chapter 4, 4.11.2 Contents of voice position reports	X	X	X	X	X	

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(03)	State the requirements for using a simplified position report with FL, next position (and time-over) and ensuing significant points omitted. Source: ICAO Doc 4444, Chapter 4, 4.11.2 Contents of voice position reports	X	X	X	X	X	
(04)	State the item of a position report which must be forwarded on to ATC with the initial call after changing to a new frequency. Source: ICAO Doc 4444, Chapter 4, 4.11.2 Contents of voice position reports	X	X	X	X	X	
(05)	Indicate the item of a position report which may be omitted if secondary surveillance radar (SSR) Mode C is used. Source: ICAO Doc 4444, Chapter 4, 4.11.2 Contents of voice position reports	X	X	X	X	X	
(06)	Explain in which circumstances the airspeed should be included in a position report. Source: ICAO Doc 4444, Chapter 4, 4.11.2 Contents of voice position reports	X	X	X	X	X	
(07)	Explain the meaning of the acronym 'ADS'. Source: ICAO Doc 4444, Chapter 1 Definitions	X	X	X	X	X	
(08)	Describe which expression shall precede the level figures in a position report if the level is reported in relation to 1013.2 hPa (standard pressure). Source: ICAO Doc 4444, Chapter 4, 4.5.7.5 Readback of clearances; ICAO Doc 4444, Chapter 4, 4.11.2 Contents of voice position reports	X	X	X	X	X	
010 07 02 11	Reporting of operational and meteorological information						
(01)	List the occasions when special air reports shall be made. Source:	X	X	X	X	X	

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
	ICAO Doc 4444, Chapter 4, 4.12.3 Contents of special air-reports 4.12.3.1 (a to k inclusive)						
010 07 02 12	Separation methods and minima						
(01)	<p>Explain the general provisions for the separation of controlled air traffic.</p> <p>Source: ICAO Doc 4444, Chapter 5, 5.2.1 General and 5.2.2 Degraded aircraft performance</p>	X		X			
(02)	<p>Name the different kinds of separation used in aviation.</p> <p>Source: ICAO Doc 4444, Chapter 5; ICAO Annex 11, Chapter 3, 3.5.2</p>	X		X			
(03)	<p>State the difference between the type of separation provided within the various classes of airspace and the various types of flight.</p> <p>Source: ICAO Doc 4444, Chapter 5, 5.2 Provisions for the separation of controlled traffic</p>	X		X			
(04)	<p>State who is responsible for the avoidance of collision with other aircraft when operating in VMC.</p> <p>Source: ICAO Doc 4444, Chapter 5, 5.9 Clearances to fly maintaining own separation while in VMC</p>	X		X			
(05)	<p>Describe how vertical separation is obtained.</p> <p>Source: ICAO Doc 4444, Chapter 5, 5.3.1 Vertical separation application</p>	X		X			

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(06)	State the required vertical separation minimum. Source: ICAO Doc 4444, Chapter 5, 5.3.2 Vertical separation application	X		X			
(07)	Describe how the cruising levels of aircraft flying to the same destination and in the expected approach sequence are correlated with each other. Source: ICAO Doc 4444, Chapter 5, 5.3.3 Assignment of cruising levels for controlled flights	X		X			
(08)	Name the conditions that must be adhered to when two aircraft are cleared to maintain a specified vertical separation between them during climb or descent. Source: ICAO Doc 4444, Chapter 5, 5.3.4 Vertical separation during climb or descent	X		X			
(09)	State the two main methods for horizontal separation. Source: ICAO Doc 4444, Chapter 5	X		X			
(10)	Describe how lateral separation of aircraft at the same level may be obtained. Source: ICAO Doc 4444, Chapter 5, 5.4.1 Lateral separation, 5.4.1.1.2	X		X			
(11)	Explain the term 'geographical separation'. Source: ICAO Doc 4444, Chapter 5, 5.4.1 Lateral separation	X		X			
(12)	Describe track separation between aircraft using the same navigation aid or method. Source: ICAO Doc 4444, Chapter 5, 5.4.1. Lateral separation, 5.4.1.2.1.2	X		X			

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(13)	Describe the three basic means for the establishment of longitudinal separation. Source: ICAO Doc 4444, Chapter 5, 5.4.2	X		X			
(14)	State the minimum standard horizontal radar separation in NM. Source: ICAO Doc 4444, Chapter 5	X		X			
(15)	Describe the method of the Mach number technique. Source: ICAO Doc 4444, Chapter 5, 5.4.2.4 Longitudinal separation minima with mach number technique based on time	X	X				
010 07 02 13	Separation in the vicinity of aerodromes (ADs)						
(01)	Describe the expression 'essential local traffic'. Source: ICAO Doc 4444, Chapter 6, 6.2 Essential local traffic	X	X	X	X	X	
(02)	State which possible decision the PIC may choose to take if they are asked to accept take-off in a direction which is not 'into the wind'. Source: ICAO Doc 4444, Chapter 6, 6.3.3 Departure sequence	X	X	X	X	X	
(03)	State the condition to enable ATC to initiate a visual approach for an IFR flight. Source: ICAO Doc 4444, Chapter 6, 6.5.3 Visual approach,6.5.3.1	X	X	X	X	X	
(04)	State whether or not separation shall be provided by ATC between an aircraft executing a visual approach and other arriving or departing aircraft. Source: ICAO Doc 4444, Chapter 6, 6.5.3 Visual approach,6.5.3.4	X	X	X	X	X	

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(05)	State in which case, when the flight crew are not familiar with the instrument approach procedure being carried out, only the final approach track has to be given to them by ATC. Source: ICAO Doc 4444, Chapter 6, 6.5.4 Instrument approach	X	X	X	X	X	
(06)	Describe which FL should be assigned to an aircraft first arriving over a holding fix for landing. Source: ICAO Doc 4444, Chapter 6, 6.5.5 Holding	X	X	X	X	X	
(07)	State which kinds of priority can be applied to aircraft for a landing. Source: ICAO Doc 4444, Chapter 6, 6.5.6 Approach sequence, 6.5.6.1 General	X	X	X	X	X	
(08)	Describe the situation when a pilot of an aircraft in an approach sequence indicates their intention to hold for weather improvements. Source: ICAO Doc 4444, Chapter 6, 6.5.6 Approach sequence, 6.5.6.1 General	X	X	X	X	X	
(09)	Explain the term 'expected approach time' and the procedures for its use. Source: ICAO Doc 4444, Chapter 6, 6.5.7 Expected approach time	X	X	X	X	X	
(10)	State the reasons which could probably lead to the decision to use another take-off or landing direction than the one into the wind. Source: ICAO Doc 4444, Chapter 7, 7.2 Selection of runway-in use	X	X	X	X	X	
(11)	State the possible consequences for a PIC if the 'RWY-in-use' is not considered suitable for the operation involved. Source:	X	X	X	X	X	

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
	ICAO Doc 4444, Chapter 7						
010 07 02 14	Miscellaneous separation procedures						
(01)	State the minimum separation between departing and arriving aircraft. Source: ICAO Doc 4444, Chapter 5, 5.7 Separation of departing aircraft from arriving aircraft	X	X	X	X	X	
(02)	State the non-radar wake-turbulence longitudinal separation minima. Source: ICAO Doc 4444, Chapter 5 and 6	X	X	X	X	X	
(03)	Describe the consequences of a clearance to 'maintain own separation' while in VMC. Source: ICAO Doc 4444, Chapter 5, 5.8 Timebased wake turbulence longitudinal separation minima, 5.8.1; ICAO Doc 4444, Chapter 6, 6.5.3 Visual approach	X	X	X	X	X	
(04)	Give a brief description of 'essential traffic' and 'essential traffic information'. Source: ICAO Doc 4444, Chapter 5, 5.10 Essential traffic information	X	X	X	X	X	
(05)	Describe the circumstances under which a reduction in separation minima may be allowed. Source: ICAO Doc 4444, Chapter 6, 6.1 Reduction in separation minima in the vicinity of aerodromes	X	X	X	X	X	
010 07 02 15	Arriving and departing aircraft						

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(01)	List the elements of information which shall be transmitted to an aircraft as early as practicable if an approach for landing is intended. Source: ICAO Doc 4444, Chapter 6, 6.6 Information for arriving aircraft	X	X	X	X	X	
(02)	List the elements of information to be transmitted to an aircraft at the commencement of final approach. Source: ICAO Doc 4444, Chapter 6, 6.6 Information for arriving aircraft	X	X	X	X	X	
(03)	List the elements of information to be transmitted to an aircraft during final approach. Source: ICAO Doc 4444, Chapter 6, 6.6 Information for arriving aircraft	X	X	X	X	X	
(04)	State the prerequisites for operating on parallel or near- parallel RWYs including the different combinations of parallel arrivals or departures. Source: ICAO Doc 4444, Chapter 6, 6.7 Operations on parallel or near-parallel runways	X	X	X	X	X	
(05)	State the sequence of priority between aircraft landing (or in the final stage of an approach to land) and aircraft intending to depart. Source: ICAO Doc 4444, Chapter 7, 7.8 Order of priority for arriving and departing aircraft	X	X	X	X	X	
(06)	State the significant changes in the meteorological conditions in the take-off or climb-out area that shall be transmitted without delay to a departing aircraft. Source: ICAO Doc 4444, Chapter 6, 6.4.1 Meteorological conditions	X	X	X	X	X	

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(07)	State the significant changes that shall be transmitted as early as practicably possible to an arriving aircraft, particularly changes in the meteorological conditions. Source: ICAO Doc 4444, Chapter 6, 6.6 Information for arriving aircraft	X	X	X	X	X	
010 07 02 16	Procedures for aerodrome (AD) control service						
(01)	Name the operational failure or irregularity of AD equipment which shall be reported by the TWR immediately. Source: ICAO Doc 4444, Chapter 7, 7.1.3 Failure or irregularity of aids and equipment	X	X	X	X	X	
(02)	Explain that, after a given period of time, the TWR shall report to the area control centre (ACC) or flight information centre (FIC) if an aircraft does not land as expected. Source: ICAO Doc 4444, Chapter 7, 7.1.2 Alerting service provided by aerodrome control towers	X	X	X	X	X	
(03)	Describe the procedures to be observed by the TWR whenever VFR operations are suspended. Source: ICAO Doc 4444, Chapter 7, 7.13 Suspension of visual flight rules operations	X	X	X	X	X	
(04)	Explain the term 'RWY-in-use' and its selection. Source: ICAO Doc 4444, Chapter 7, 7.2 Selection of runway-in- use	X	X	X	X	X	
(05)	List the information the TWR should give to an aircraft prior to: taxiing for take-off; take-off; entering the traffic circuit. Source: ICAO Doc 4444, Chapter 7, 7.4.1.2 Aerodrome and meteorological information	X	X	X	X	X	

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(06)	Explain that a report of surface wind direction given to a pilot by the TWR is magnetic. Source: ICAO Doc 4444, Chapter 11, 11.4.3.2 Messages containing meteorological information	X	X	X	X	X	
(07)	Explain the exact meaning of the expression 'RWY vacated'. Source: ICAO Doc 4444, Chapter 7, 7.10.3.4	X	X	X	X	X	
010 07 02 17	Radar services						
(01)	State the basic identification procedures used with radar. Source: ICAO Doc 4444, Chapter 8, 8.6.2.3 SSR and/or MLAT identification procedures and Chapter 8, 8.6.2.4 PSR identification procedures	X	X	X	X	X	
(02)	Define the term 'PSR'. Source: ICAO Doc 4444, Chapter 1 Definitions	X	X	X	X	X	
(03)	Describe the circumstances under which an aircraft provided with radar service should be informed of its position. Source: ICAO Doc 4444, Chapter 8, 8.6.4 Position information	X	X	X	X	X	
(04)	List the possible forms of position information passed on to the aircraft by radar services. Source: ICAO Doc 4444, Chapter 8, 8.6.4 Position information	X	X	X	X	X	
(05)	Describe the term 'radar vectoring'. Source: ICAO Doc 4444, Chapter 8, 8.6.5 Vectoring	X	X	X	X	X	
(06)	State the aims of radar vectoring as shown in ICAO Doc 4444. Source: ICAO Doc 4444, Chapter 8, 8.6.5 Vectoring	X	X	X	X	X	

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(07)	Describe how radar vectoring shall be achieved. Source: ICAO Doc 4444, Chapter 8, 8.6.5 Vectoring	X	X	X	X	X	
(08)	Describe the information which shall be given to an aircraft when radar vectoring is terminated and the pilot is instructed to resume own navigation. Source: ICAO Doc 4444, Chapter 8, 8.6.5 Vectoring	X	X	X	X	X	
(09)	Explain the procedures for the conduct of surveillance radar approaches (SRAs). Source: ICAO Doc 4444, Chapter 8, 8.9.7.1 Surveillance radar approach	X	X	X	X	X	
(10)	Describe what kind of action (concerning the transponder) the pilot is expected to perform in case of emergency if they have previously been directed by ATC to operate the transponder on a specific code. Source: ICAO Doc 4444, Chapter 8, 8.8.1 Emergencies	X	X	X	X	X	
010 07 02 18	Air traffic advisory service						
(01)	Describe the objective and basic principles of the air traffic advisory service. Source: ICAO Doc 4444, Chapter 9, 9.1.4.1 Objective and basic principles	X	X	X	X	X	
(02)	State to which aircraft air traffic advisory service may be provided. Source: ICAO Doc 4444, Chapter 9, 9.1.4.1 Objective and basic principles	X	X	X	X	X	

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(03)	Explain the difference between advisory information and clearances, stating which ATS units are responsible for their issue. Source: ICAO Doc 4444, Chapter 9, 9.1.4.1.3	X	X	X	X	X	
010 07 02 19	Procedures related to emergencies, communication (COM) failure and contingencies						
(01)	State the mode and code of SSR equipment a pilot might operate in a (general) state of emergency or (specifically) in case the aircraft is subject to unlawful interference. Source: ICAO Doc 4444, Chapter 15, 15.1 Emergency procedures	X	X	X	X	X	
(02)	State the special rights an aircraft in a state of emergency can expect from ATC. Source: ICAO Doc 4444, Chapter 15, 15.1.1 General; 15.1.2 Priority; 15.1.3 Unlawful interference and aircraft bomb threat	X	X	X	X	X	
(03)	Describe the expected action of aircraft after receiving a broadcast from ATS concerning the emergency descent of an aircraft. Source: ICAO Doc 4444, Chapter 15, 15.1.4 Emergency descent	X	X	X	X	X	
(04)	State how it can be ascertained, in case of a failure of two-way COM, whether the aircraft is able to receive transmissions from the ATS unit. Source: ICAO Doc 4444, Chapter 15, 15.3 Air-ground communications failure	X	X	X	X	X	
(05)	State on which frequencies appropriate information, for an aircraft encountering two-way COM failure, shall be sent by ATS. Source: ICAO Doc 4444, Chapter 15, 15.3.5	X	X	X	X	X	

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(06)	State what is meant by the expressions 'strayed aircraft' and 'unidentified aircraft'. Source: ICAO Doc 4444, Chapter 15, 15.5.1 Strayed or unidentified aircraft	X	X	X	X	X	
(07)	Explain the reasons for fuel-dumping and state the minimum level. Source: ICAO Doc 4444, Chapter 15, 15.5.3 Fuel dumping	X	X	X	X	X	
(08)	Explain the possible request of ATC to an aircraft to change its radio-telephone (RTF) call sign. Source: ICAO Doc 4444, Chapter 15	X	X	X	X	X	
010 07 02 20	Miscellaneous procedures						
(01)	Explain the meaning of 'AIRPROX'. Source: ICAO Doc 4444, Chapter 1 Definitions; ICAO Doc 4444, Chapter 16, 16.3 Air traffic incident report	X	X	X	X	X	
(02)	Describe the task of an air traffic incident report. Source: ICAO Doc 4444, Chapter 16, 16.3 Air traffic incident report	X	X	X	X	X	
010 08 00 00	AERONAUTICAL INFORMATION SERVICE (AIS)						
010 08 01 00	Introduction						
010 08 01 01	Introduction to ICAO Annex 15 — Aeronautical Information Service (AIS)						
(01)	State, in general terms, the objective of an AIS. Source: ICAO Annex 15, Chapter 1, Note 1	X	X	X	X	X	
010 08 02 00	Definitions of ICAO Annex 15						
010 08 02 01	Definitions of ICAO Annex 15						

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(01)	<p>Recall the following definitions:</p> <p>aeronautical information circular (AIC), aeronautical information publication (AIP), AIP amendment, AIP supplement, aeronautical information regulation and control (AIRAC), danger area, aeronautical information management, international airport, international NOTAM office (NOF), manoeuvring area, movement area, NOTAM, pre-flight information bulletin (PIB), prohibited area, restricted area, SNOWTAM, ASHTAM.</p> <p>Source: ICAO Annex 15, Chapter 1, 1.1 Definitions</p>	X	X	X	X	X	
010 08 03 00	General						
010 08 03 01	General — AIS responsibilities and functions						
(01)	<p>State during which period of time an AIS shall be available with reference to an aircraft flying in the area of responsibility of an AIS, provided a 24-hour service is not available.</p> <p>Source: ICAO Annex 15, Chapter 2, 2.2 AIS responsibilities and functions</p>	X	X	X	X	X	
(02)	<p>List, in general, the kind of aeronautical information/data which an AIS service shall make available in a suitable form to flight crew.</p> <p>Source: ICAO Annex 15, Chapter 2, 2.2 AIS responsibilities and functions</p>	X	X	X	X	X	
(03)	<p>Summarise the duties of an AIS concerning aeronautical information data for the territory of a particular State.</p> <p>Source: ICAO Annex 15, Chapter 2, 2.2 AIS responsibilities and functions; ICAO Annex 15, Chapter 2, 2.3 Exchange of aeronautical data and aeronautical information</p>	X	X	X	X	X	
010 08 04 00	Aeronautical information products and services						

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
010 08 04 01	Aeronautical information publication (AIP)						
(01)	State the primary purpose of the AIP. Source: ICAO Annex 15, Chapter 5, 5.2.2, Notes 1 and 2	X	X	X	X	X	
(02)	Name the different parts of the AIP. Source: ICAO Annex 15, Chapter 5, 5.2.1, Note 1; PANS-AIM (ICAO Doc 10066), Chapter 5, 5.2.1.2.5	X	X	X	X	X	
(03)	State the main parts of the AIP where the following information can be found: — differences from the ICAO Standards, — recommended Practices and Procedures; — location indicators, AIS, minimum flight ALT, meteorological information for aircraft in flight (VOLMET) service, SIGMET service; — general rules and procedures (especially general rules, VFR, IFR, ALT setting procedure, interception of civil aircraft, unlawful interference, air traffic incidents); — ATS airspace (especially FIR, UIR, TMA); — ATS routes (especially lower ATS routes, upper ATS routes, area navigation routes); — AD data including aprons, taxiways (TWYs) and check locations/positions data; — navigation warnings (especially prohibited, restricted and danger areas); — aircraft instruments, equipment and flight documents; — AD surface movement guidance and control system and markings; — RWY physical characteristics, declared distances, approach (APP) and RWY lighting; — AD radio navigation and landing aids;	X	X	X	X	X	

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
	<p>— charts related to an AD;</p> <p>— entry, transit and departure of aircraft, passengers, crew and cargo, and the significance of this information to flight crew.</p> <p>Source: ICAO Annex 15, Chapter 5, 5.2.1, Note 1; PANS-AIM (ICAO Doc 10066), Appendix 2</p>						
(04)	<p>State how permanent changes to the AIP shall be published.</p> <p>Source: ICAO Annex 15, Chapter 5, 5.4 Distribution services and Chapter 6, 6.3.1 AIP updates, 6.3.1.2; PANS-AIM (ICAO Doc 10066), Chapter 5, 5.2.1 Aeronautical Information Publication (AIP), 5.2.1.3, 5.4 Distribution services, Chapter 6, 6.1.2 Specifications for AIP amendments</p>	X	X	X	X	X	
(05)	<p>Explain what kind of information shall be published in the form of AIP Supplements.</p> <p>Source: ICAO Annex 15, Chapter 6, 6.3.1 AIP updates, 6.3.1.3; PANS-AIM (ICAO Doc 10066), Chapter 5, 5.2.1.4 Specifications for AIP Supplements</p>	X	X	X	X	X	
010 08 04 02	Notices to airmen (NOTAMs)						
(01)	<p>Describe how information shall be published which in principle would belong to NOTAMs but includes extensive text or graphics.</p> <p>Source: ICAO Annex 15, Chapter 6, 6.3.1.3, 6.3.2.1 and 6.3.2.2</p>	X	X	X	X	X	
(02)	<p>Summarise the essential information which leads to the issue of a NOTAM.</p> <p>Source: ICAO Annex 15, Chapter 6, 6.3.2.3</p>	X	X	X	X	X	
(03)	<p>State how NOTAMs shall be distributed.</p> <p>Source: ICAO Annex 15, Chapter 5.4.2</p>	X	X	X	X	X	

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(04)	<p>Explain how information regarding snow, ice and standing water on AD pavements shall be reported.</p> <p>Source: ICAO Annex 15, Chapter 5, 5.2.6 Note; PANS-AIM (ICAO Doc 10066), Appendix 4 Instructions for the completion of the SNOWTAM format</p>	X	X	X	X	X	
(05)	<p>Describe the means by which NOTAMs shall be distributed.</p> <p>Source: ICAO Annex 15, Chapter 5, 5.4 Distribution services; PANS-AIM (ICAO Doc 10066), 5.2.5 NOTAM, 5.2.5.1.3, and Appendix 7</p>	X	X	X	X	X	
010 08 04 03	Aeronautical information regulation and control (AIRAC)						
(01)	<p>List the circumstances under which the information concerned shall or should be distributed as an AIRAC.</p> <p>Source: ICAO Annex 15, Chapter 6, 6.2</p>	X	X	X	X	X	
010 08 04 04	Aeronautical information circulars (AICs)						
(01)	<p>Describe the type of information that may be published in AICs.</p> <p>Source: ICAO Annex 15, Chapter 5, 5.2.4 Aeronautical Information Circulars; PANS-AIM (ICAO Doc 10066), Chapter 5, 5.2.2 Aeronautical Information Circulars (AIC)</p>	X	X	X	X	X	
(02)	<p>Explain the organisation of AICs.</p> <p>Source: ICAO Annex 15, Chapter 5, 5.2.4, Note; PANS-AIM (ICAO Doc 10066), Chapter 5, 5.2.2 Aeronautical Information Circulars (AIC), 5.2.2.3 to 5.2.2.9</p>	X	X	X	X	X	
010 08 04 05	Pre-flight and post-flight information/data						

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(01)	Summarise, in addition to the elements of the integrated AIP and maps/charts, the additional current information relating to the AD of departure that shall be provided as pre-flight information. Source: ICAO Annex 15, Chapter 5, 5.5 Pre-flight information	X	X	X	X	X	
(02)	Describe how a recapitulation of current NOTAM and other information of urgent character shall be made available to flight crew. Source: ICAO Annex 15, Chapter 5, 5.5 Pre-flight information service, Note 2	X	X	X	X	X	
(03)	State which post-flight information from flight crew shall be submitted to AIS for distribution as required by the circumstances. Source: ICAO Annex 15, Chapter 5, 5.6 Post-flight information service	X	X	X	X	X	
010 09 00 00	AERODROMES (ICAO Annex 14, Volume I — Aerodrome Design and Operations)						
010 09 01 00	General						
010 09 01 01	General — AD reference code						
(01)	Describe the intent of the AD reference code and state the functions of the two code elements. Source: ICAO Annex 14, Volume 1, Chapter 1, 1.6 Reference Code	X	X				
010 09 02 00	Aerodrome (AD) data						
010 09 02 01	Aerodrome (AD) reference point						

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(01)	Describe where the AD reference point shall be located and where it shall normally remain. Source: ICAO Annex 14, Volume 1, Chapter 2, 2.2 Aerodrome reference point	X	X	X	X	X	
010 09 02 02	Pavement strengths						
(01)	Explain the terms: 'pavement classification number (PCN)' and 'aircraft classification number (ACN)', and describe their mutual dependence. Source: ICAO Annex 14, Volume 1, Chapter 2, 2.6 Strength of pavements	X	X	X	X	X	
(02)	Describe how the bearing strength for an aircraft with an apron mass equal to or less than 5 700 kg shall be reported. Source: ICAO Annex 14, Volume 1, Chapter 2, 2.6 Strength of pavements	X	X	X	X	X	
010 09 02 03	Declared distances						
(01)	State that ICAO Annex 14 provides guidance on the calculation of declared distances (TORA, TODA, ASDA, LDA). Source: ICAO Annex 14, Volume 1, Chapter 1, 1.1 Definitions	X	X	X	X	X	
(02)	Recall the definitions for the four main declared distances. Source: ICAO Annex 14, Volume 1, Chapter 1, 1.1 Definitions	X	X	X	X	X	
010 09 02 04	Condition of the movement area and related facilities						

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(01)	State the purpose of informing AIS and ATS units about the condition of the movement area and related facilities. Source: ICAO Annex 14, Volume 1, Chapter 2, 2.9 Condition of the movement area and related facilities	X	X	X	X	X	
(02)	List the matters of operational significance or affecting aircraft performance which should be reported to AIS and ATS units to be transmitted to aircraft involved. Source: ICAO Annex 14, Volume 1, Chapter 2, 2.9 Condition of the movement area and related facilities	X	X	X	X	X	
(03)	Intentionally left blank						
(04)	Explain the different types of frozen water on the RWY and their impact on aircraft braking performance. Source: ICAO Annex 14, Volume 1, Chapter 1, 1.1 Definitions and Chapter 2, 2.9 Condition of the movement area and related facilities	X	X	X	X	X	
(05)	Describe the five levels of braking action including the associated coefficients and codes. Source: ICAO Annex 14, Volume 1, Attachment A, 6. Assessing the surface friction characteristics of snow-, slush-, ice- and frost-covered paved surfaces	X	X	X	X	X	
010 09 03 00	Physical characteristics						
010 09 03 01	Runways (RWYs)						
(01)	Describe where a THR should normally be located. Source: ICAO Annex 14, Volume 1, Chapter 3, 3.1.5 and 3.1.6 Location of threshold	X	X	X	X	X	
(02)	Describe the general considerations concerning RWYs associated with a stopway	X	X	X	X	X	

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
	(SWY) or clearway (CWY). Source: ICAO Annex 14, Volume 1, Chapter 3, 3.1.9 Runways with stopways or clearways						
010 09 03 02	Runway (RWY) strips						
(01)	Explain the term 'runway strip'. Source: ICAO Annex 14, Volume 1, Chapter 3, 3.4 General, 3.4.1	X	X	X	X	X	
010 09 03 03	Runway-end safety area						
(01)	Explain the term 'runway-end safety area'. Source: ICAO Annex 14, Volume 1, Chapter 3, 3.5 Runway end safety area 3.5.1 and 3.5.2	X	X	X	X	X	
010 09 03 04	Clearway (CWY)						
(01)	Explain the term 'clearway'. Source: ICAO Annex 14, Volume 1, Chapter 3, 3.6 Clearways	X	X	X	X	X	
010 09 03 05	Stopway (SWY)						
(01)	Explain the term 'stopway'. Source: ICAO Annex 14, Volume 1, Chapter 3, 3.7 Stopways	X	X	X	X	X	
010 09 03 06	Intentionally left blank						
010 09 03 07	Taxiways (TWYs)						
(01)	Describe the reasons and the requirements for rapid-exit TWYs. Source: ICAO Annex 14, Volume 1, Chapter 3, 3.9 Taxiways – Rapid-exit taxiways	X	X	X	X	X	
(02)	Explain TWY widening in curves. Source: ICAO Annex 14, Volume 1, Chapter 3, 3.9.5 Taxiways curves	X	X	X	X	X	

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(03)	Explain when and where holding bays should be provided. Source: ICAO Annex 14, Volume 1, Chapter 3, 3.12	X	X	X	X	X	
(04)	Describe where RWY holding positions shall be established. Source: ICAO Annex 14, Volume 1, Chapter 3, 3.12	X	X	X	X	X	
(05)	Describe the term 'road holding position'. Source: ICAO Annex 14, Volume 1, Chapter 1, 1.1 and Chapter 3, 3.12	X	X	X	X	X	
(06)	Describe where intermediate TWY holding positions should be established. Source: ICAO Annex 14, Volume 1, Chapter 3, 3.12	X	X	X	X	X	
010 09 04 00	Visual aids for navigation						
010 09 04 01	Indicators and signalling devices						
(01)	Describe the wind-direction indicators with which ADs shall be equipped. Source: ICAO Annex 14, Volume 1, Chapter 5, 5.1.1 Wind direction indicator (Application, Location and Characteristics)	X	X	X	X	X	
(02)	Describe a landing-direction indicator. Source: ICAO Annex 14, Volume 1, Chapter 5, 5.1.2 Landing direction indicator	X	X	X	X	X	
(03)	Explain the capabilities of a signalling lamp. Source: ICAO Annex 14, Volume 1, Chapter 5	X	X	X	X	X	
(04)	State which characteristics a signal area should have. Source: ICAO Annex 14, Volume 1, Chapter 5, 5.1.4 Signal panels and signal area, 5.1.4.1 to 5.1.4.3	X	X	X	X	X	

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(05)	Interpret all indications and signals that may be used in a signal area. Source: CAA-B CAR OPS0 Appendix 1 4.2 Visual Ground Signals	X	X	X	X	X	
010 09 04 02	Markings						
(01)	Name the colours used for the various markings (RWY, TWY, aircraft stands, apron safety lines). Source: ICAO Annex 14, Volume 1, Chapter 5, 5.2 Markings	X	X	X	X	X	
(02)	State where a RWY designation marking shall be provided and describe the different layouts (excluding dimensions). Source: ICAO Annex 14, Volume 1, Chapter 5, 5.2 Markings	X	X	X	X	X	
(03)	Describe the application and general characteristics (excluding dimensions) of: <ul style="list-style-type: none"> - RWY-centre-line markings; ■ - THR markings; ■ - touchdown-zone (TDZ) markings; - RWY-side-stripe markings; ■ - TWY-centre-line markings; ■ - RWY holding position markings; - intermediate holding position markings; - aircraft-stand markings; ■ - apron safety lines; ■ - road holding position markings; - mandatory instruction markings; - information markings. Source: ICAO Annex 14, Volume 1, Chapter 5, 5.2 Markings	X	X	X	X	X	

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
010 09 04 03	Lights						
(01)	Describe the mechanical safety considerations regarding elevated approach lights and elevated RWY, SWY and TWY lights. Source: ICAO Annex 14, Volume 1, Chapter 5, 5.3.1.4 to 5.3.1.8 (Elevated approach lights, elevated lights and surface lights)	X	X	X	X	X	
(02)	List the conditions for the installation of an aerodrome beacon (ABN) and describe its general characteristics. Source: ICAO Annex 14, Volume 1, Chapter 5, 5.3.3 Aeronautical beacons	X	X	X	X	X	
(03)	Describe the different kinds of operations for which a simple approach lighting system shall be used. Source: ICAO Annex 14, Volume 1, Chapter 5, 5.3.4 Approach lighting systems	X	X	X	X	X	
(04)	Describe the basic installations of a simple approach lighting system including the dimensions and distances normally used. Source: ICAO Annex 14, Volume 1, Chapter 5, 5.3.4.2	X	X	X	X	X	
(05)	Describe the principle of a precision approach category I lighting system including information such as location and characteristics. Source: ICAO Annex 14, Volume 1, Chapter 5, 5.3.4.10; ICAO Annex 14, Volume 1, Chapter 5, 5.3.4.14	X	X	X	X	X	

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(06)	<p>Describe the principle of a precision approach category II and III lighting system including information such as location and characteristics, especially the inner 300 m of the system.</p> <p>Source: ICAO Annex 14, Volume 1, Chapter 5, 5.3.4.22; ICAO Annex 14, Volume 1, Chapter 5, 5.3.4.30; ICAO Annex 14, Volume 1, Chapter 5, 5.3.4.31</p>	X					
(07)	<p>Describe the wing bars of the precision approach path indicator (PAPI) and the abbreviated precision approach path indicator (APAPI). Interpret what the pilot will see during the approach using PAPI.</p> <p>Source: ICAO Annex 14, Volume 1, Chapter 5, 5.3.5.24 to 5.3.5.27 PAPI and APAPI</p>	X	X	X	X	X	
(08)	<p>Interpret what the pilot will see during an approach using a helicopter approach path indicator (HAPI).</p> <p>Source: ICAO Annex 14, Volume II, Chapter 5, 5.3.6 Visual approach slope indicator</p>			X	X	X	

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(09)	<p>Explain the application and characteristics (as applicable, but limited to colour, intensity, direction and whether fixed or flashing) of:</p> <ul style="list-style-type: none"> - RWY-edge lights; ■ - RWY-THR and wing-bar lights; - RWY-end lights; ■ - RWY-centre-line lights; ■ - RWY-lead-in lights; ■ - RWY-TDZ lights; ■ - SWY lights; - TWY-centre-line lights; - TWY-edge lights; ■ - stop bars; - intermediate holding position lights; - RWY guard lights; ■ - road holding position lights. <p>Source: ICAO Annex 14, Volume 1, Chapter 5</p>	X	X	X	X	X	
(10)	<p>State the timescale within which aeronautical ground lights shall be made available to arriving aircraft.</p> <p>Source: ICAO Doc 4444, Section 7.15 Aeronautical ground lights</p>	X	X	X	X	X	
010 09 04 04	Signs						
(01)	<p>Explain which signs are the only ones on the movement area utilising red.</p> <p>Source: ICAO Annex 14, Volume 1, Chapter 5.4 Signs</p>	X	X	X	X	X	
(02)	<p>List the provisions for illuminating signs.</p> <p>Source: ICAO Annex 14, Volume 1, Chapter 5.4 Signs</p>	X	X	X	X	X	

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(03)	Name the kinds of signs which shall be included in mandatory instruction signs. Source: ICAO Annex 14, Volume 1, Chapter 5.4 Signs	X	X	X	X	X	
(04)	Name the colours used for mandatory instruction signs. Source: ICAO Annex 14, Volume 1, Chapter 5.4 Signs	X	X	X	X	X	
(05)	Describe by which sign a pattern 'A' RWY holding position (i.e. at an intersection of a TWY and a non-instrument, non- precision approach or take-off RWY) marking shall be supplemented. Source: ICAO Annex 14, Volume 1, Chapter 5.4 Signs	X	X	X	X	X	
(06)	Describe by which sign a pattern 'B' RWY holding position (i.e. at an intersection of a TWY and a precision approach RWY) marking shall be supplemented. Source: ICAO Annex 14, Volume 1, Chapter 5.4 Signs	X	X	X	X	X	
(07)	Describe the location of: a RWY designation sign at a TWY/RWY intersection; a 'NO ENTRY' sign; a RWY holding position sign. Source: ICAO Annex 14, Volume 1, Chapter 5.4 Signs	X	X	X	X	X	
(08)	State which sign indicates that a taxiing aircraft is about to infringe an obstacle limitation surface or interfere with the operation of radio navigation aids (e.g. ILS/MLS critical/sensitive area). Source: ICAO Annex 14, Volume 1, Chapter 5.4 Signs	X	X	X	X	X	

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(09)	Describe the various possible inscriptions on RWY designation signs and on holding position signs. Source: ICAO Annex 14, Volume 1, Chapter 5.4 Signs	X	X	X	X	X	
(10)	Describe the colours used in connection with information signs. Source: ICAO Annex 14, Volume 1, Chapter 5.4 Signs	X	X	X	X	X	
(11)	Describe the possible inscriptions on information signs. Source: ICAO Annex 14, Volume 1, Chapter 5.4 Signs	X	X	X	X	X	
(12)	Explain the application, location and characteristics of aircraft stand identification signs. Source: ICAO Annex 14, Volume 1, Chapter 5.4 Signs	X	X	X	X	X	
(13)	Explain the application, location and characteristics of road holding position signs. Source: ICAO Annex 14, Volume 1, Chapter 5.4 Signs	X	X	X	X	X	
010 09 04 05	Markers						
(01)	Explain why markers located near a RWY or TWY shall be HGT limited. Source: ICAO Annex 14, Volume 1, Chapter 5.5 Markers	X	X	X	X	X	

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(02)	<p>Explain the application and characteristics (excluding dimensions) of:</p> <ul style="list-style-type: none"> - unpaved RWY-edge markers; - TWY-edge markers; ■ - TWY-centre-line markers; ■ - unpaved TWY-edge markers; - boundary markers; ■ - SWY-edge markers. <p>Source: ICAO Annex 14, Volume 1, Chapter 5.5 Markers</p>	X	X	X	X	X	
010 09 05 00	Visual aids for denoting obstacles						
010 09 05 01	Marking of objects						
(01)	<p>State how fixed or mobile objects shall be marked if colouring is not practicable.</p> <p>Source: ICAO Annex 14, Volume 1, Chapter 6, 6.2.3.1 Marking</p>	X	X	X	X	X	
(02)	<p>Describe marking by colours (fixed or mobile objects).</p> <p>Source: ICAO Annex 14, Volume 1, Chapter 6, 6.2.2 Mobile objects: 6.2.2.1, 6.2.2.2; 6.2.2.3; 6.2.2.4; ICAO Annex 14, Volume 1, Chapter 6, 6.2.3 Fixed objects: 6.2.3.1; 6.2.3.2; 6.2.3.3</p>	X	X	X	X	X	
(03)	<p>Explain the use of markers for the marking of objects, overhead wires, cables, etc.</p> <p>Source: ICAO Annex 14, Volume 1, Chapter 6, 6.2.5 Overhead wires, cables, etc., and supporting towers</p>	X	X	X	X	X	
(04)	<p>Explain the use of flags for the marking of objects.</p> <p>Source: ICAO Annex 14, Volume 1, Chapter 6, 6.2.3 Fixed objects: 6.2.3.5; 6.2.3.6; 6.2.3.7</p>	X	X	X	X	X	

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
010 09 05 02	Lighting of objects						
(01)	Name the different types of lights to indicate the presence of objects which must be lighted. Source: ICAO Annex 14, Volume 1, Chapter 6, 6.2 Marking and/or lighting of objects: 6.2.1.1	X	X	X	X	X	
(02)	Describe (in general terms) the location of obstacle lights. Source: ICAO Annex 14, Volume 1, Chapter 6, 6.2 Marking and/or lighting of objects: 6.2.1.3	X	X	X	X	X	
(03)	Describe (in general and for normal circumstances) the colour and sequence of low-intensity obstacle lights, medium-intensity obstacle lights and high-intensity obstacle lights. Source: ICAO Annex 14, Volume 1, Chapter 6: Table 6-1. Characteristics of obstacle lights	X	X	X	X	X	
(04)	State that information about lights to be displayed by aircraft is provided in both ICAO Annex 2 (Rules of the Air) and CAA-B CAR OPS0. Source: ICAO Annex 2 (Rules of the Air) and CAA-B CAR OPS0 0.170 Lights to be Displayed by Aircraft	X	X	X	X	X	
010 09 06 00	Visual aids for denoting restricted use of area						
010 09 06 01	Visual aids for denoting restricted use of areas on RWYs and TWYs						
(01)	Describe the colours and meaning of 'closed markings' on RWYs and TWYs. Source: ICAO Annex 14, Volume 1, Chapter 7, 7.1 Closed runways and taxiways, or parts thereof	X	X	X	X	X	

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(02)	State how the pilot of an aircraft moving on the surface of a TWY, holding bay or apron shall be warned that the shoulders of these surfaces are 'non-load-bearing'. Source: ICAO Annex 14, Volume 1, Chapter 7, 7.2 Non-loadbearing surfaces	X	X	X	X	X	
(03)	Describe the pre-THR marking (including colours) when the surface before the THR is not suitable for normal use by aircraft. Source: ICAO Annex 14, Volume 1, Chapter 7, 7.3 Pre-threshold area	X	X	X	X	X	
010 09 07 00	Aerodrome (AD) operational services, equipment and installations						
010 09 07 01	Rescue and firefighting (RFF)						
(01)	State the principal objective of RFF services. Source: ICAO Annex 14, Volume 1, Chapter 9, 9.2 Rescue and firefighting	X	X	X	X	X	
(02)	Explain the basic information the AD category (for RFF) depends upon. Source: ICAO Annex 14, Volume 1, Chapter 9, 9.2 Rescue and firefighting	X	X	X	X	X	
(03)	Describe what is meant by the term 'response time', and state its normal and maximum limits. Source: ICAO Annex 14, Volume 1, Chapter 9, 9.2 Rescue and firefighting	X	X	X	X	X	
010 09 07 02	Apron management service						
(01)	State who has a right-of-way against vehicles operating on an apron. Source: ICAO Annex 14, Volume 1, Chapter 9, 9.5 Apron management service	X	X	X	X	X	
010 09 07 03	Ground-servicing of aircraft						

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(01)	Describe the necessary actions during the ground-servicing of an aircraft with regard to the possible event of a fuel fire. Source: ICAO Annex 14, Volume 1, Chapter 9, 9.6 Ground servicing of aircraft	X	X	X	X	X	
010 09 08 00	Attachment A to ICAO Annex 14, Volume 1 — Supplementary Guidance Material						
010 09 08 01	Declared distances						
(01)	List the four types of 'declared distances' on a RWY and also the appropriate abbreviations. Source: ICAO Annex 14, Volume 1, Attachment A, 3.1 Calculation of declared distances: 3.1	X	X	X	X	X	
(02)	Explain the circumstances which lead to the situation that the four declared distances on a RWY are equal to the length of the RWY. Source: ICAO Annex 14, Volume 1, Attachment A, 3. Calculation of declared distances: 3.2	X	X	X	X	X	
(03)	Describe the influence of a CWY, SWY or displaced THR upon the four 'declared distances'. Source: ICAO Annex 14, Volume 1, Attachment A, 3. Calculation of declared distances: 3.3; 3.4; 3.5	X	X	X	X	X	
010 09 08 02	Intentionally left blank						
010 09 08 03	Approach lighting systems						
(01)	Name the two main groups of approach lighting systems. Source: ICAO Annex 14, Volume 1, Attachment A, 12.1 Types and characteristics	X	X	X	X	X	

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(02)	Describe the two different versions of a simple approach lighting system. Source: ICAO Annex 14, Volume 1, Attachment A, 12.1 Types and characteristics	X	X	X	X	X	
(03)	Describe the two different basic versions of precision approach lighting systems for CAT I. Source: ICAO Annex 14, Volume 1, Attachment A, 12.1 Types and characteristics	X	X	X	X	X	
(04)	Describe the diagram of the inner 300 m of the precision approach lighting system in the case of CAT II and III. Source: ICAO Annex 14, Volume 1, Attachment A, 12.1 Types and characteristics	X					
(05)	Describe how the arrangement of an approach lighting system and the location of the appropriate THR are interrelated. Source: ICAO Annex 14, Volume 1, Attachment A, 12.1 Types and characteristics	X	X	X	X	X	
010 10 00 00	FACILITATION (ICAO Annex 9)						
010 10 01 00	Intentionally left blank						
010 10 02 00	Entry and departure of aircraft						
010 10 02 01	General declaration						
(01)	Describe the purpose and use of aircraft documents as regards a 'general declaration'. Source: ICAO Annex 9, Chapter 2 Entry and departure of aircraft, Section B Documents — requirements and use and Section D Disinfection of aircraft	X	X	X	X	X	
010 10 02 02	Entry and departure of crew						

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(01)	<p>Explain entry requirements for crew.</p> <p>Source: ICAO Annex 9, Chapter 3, K. Entry procedures and responsibilities; N. Identification and entry of crew and other aircraft operators' personnel</p>	X	X	X	X	X	
(02)	<p>Explain the reasons for the use of crew member certificates (CMC) for crew members engaged in international air transport.</p> <p>Source: ICAO Annex 9, Chapter 3, N. Identification and entry of crew and other aircraft operators' personnel</p>	X	X	X	X	X	
(03)	<p>Explain in which cases Contracting States should accept the CMC as an identity document instead of a passport or visa.</p> <p>Source: ICAO Annex 9, Chapter 3, N. Identification and entry of crew and other aircraft operators' personnel</p>	X	X	X	X	X	
010 10 02 03	Entry and departure of passengers and baggage						
(01)	<p>Explain the entry requirements for passengers and their baggage.</p> <p>Source: ICAO Annex 9, Chapter 3 Entry and departure of persons and their baggage: General; Documents required for travel; F. Entry/re-entry visas; P. Emergency assistance/entry visas in cases of force majeure</p>	X	X	X	X	X	

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(02)	<p>Explain the requirements and documentation for unaccompanied baggage.</p> <p>Source: ICAO Annex 9, Chapter 3, M. Disposition of baggage separated from its owner; ICAO Annex 9, Chapter 4, C. Release and clearance of export and import cargo</p>	X	X	X	X	X	
(03)	<p>Identify the documentation required for the departure and entry of passengers and their baggage.</p> <p>Source: ICAO Annex 9, Chapter 3. Entry and departure of persons and their baggage</p>	X	X	X	X	X	
(04)	<p>Explain the arrangements in the event of a passenger being declared an inadmissible person.</p> <p>Source: ICAO Annex 9, Chapter 5, INADMISSIBLE PERSONS AND DEPORTEES: A. General; B. Inadmissible persons</p>	X	X	X	X	X	
(05)	<p>Describe the pilot's authority towards unruly passengers.</p> <p>Source: ICAO Annex 9, Chapter 6, E. Unruly passengers</p>	X	X	X	X	X	
010 11 00 00	SEARCH AND RESCUE (SAR)						
010 11 01 00	Essential SAR definitions						
010 11 01 01	Essential SAR definitions — ICAO Annex 12						
(01)	<p>Recall the definitions of the following terms: alert phase, distress phase, emergency phase, operator, PIC, rescue coordination centre, State of Registry, uncertainty phase.</p> <p>Source: ICAO Annex 12, Chapter 1 Definitions</p>	X	X	X	X	X	
010 11 02 00	SAR — Organisation						
010 11 02 01	SAR — Organisation — Establishment and provision						

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(01)	Intentionally left blank						
(02)	Explain the establishment of SAR by Contracting States. Source: ICAO Annex 12, Chapter 2	X	X	X	X	X	
(03)	Describe the areas within which SAR services shall be established by Contracting States. Source: ICAO Annex 12, Chapter 2	X	X	X	X	X	
(04)	State the period of time per day within which SAR services shall be available. Source: ICAO Annex 12, Chapter 2	X	X	X	X	X	
(05)	Describe for which areas rescue coordination centres shall be established. Source: ICAO Annex 12, Chapter 2	X	X	X	X	X	
010 11 03 00	Operating procedures for non-SAR crews						
010 11 03 01	Operating procedures for non-SAR crews — PIC						
(01)	Explain the SAR operating procedures for the PIC who arrives first at the scene of an accident. Source: ICAO Annex 12, Chapter 5, 5.6 Procedures at the scene of an accident	X	X	X	X	X	
(02)	Explain the SAR operating procedures for the PIC intercepting a distress transmission. Source: ICAO Annex 12, Chapter 5, 5.7 Procedures for a pilot-in-command intercepting a distress transmission	X	X	X	X	X	
010 12 00 00	SECURITY — Safeguarding International Civil Aviation against Acts of Unlawful Interference (ICAO Annex 17)						
010 12 01 00	Essential definitions of ICAO Annex 17						
010 12 01 01	Essential definitions of ICAO Annex 17						

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(01)	Recall the definitions of the following terms: airside, aircraft security check, screening, security, security control, security-restricted area, unidentified baggage. Source: ICAO Annex 17, Chapter 1 Definitions	X	X	X	X	X	
010 12 02 00	General principles						
010 12 02 01	General principles — Objectives of security						
(01)	State the objectives of security. Source: ICAO Annex 17, Chapter 2, 2.1 Objectives	X	X	X	X	X	
010 12 03 00	Intentionally left blank						
010 12 04 00	Preventive security measures						
010 12 04 01	Preventive security measures						
(01)	Describe the objects not allowed (for reasons of aviation security) on board an aircraft that is engaged in international civil aviation. Source: ICAO Annex 17, Chapter 4, 4.1 Objective	X	X	X	X	X	
(02)	State what each Contracting State is supposed to do if passengers subjected to security control have mixed after a security screening point. Source: ICAO Annex 17, Chapter 4, 4.4 Measures relating to passengers and their cabin baggage	X	X	X	X	X	

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(03)	<p>Explain what has to be done when passengers who are obliged to travel because of judicial or administrative proceedings are supposed to board an aircraft.</p> <p>Source: ICAO Annex 17, Chapter 4, 4.7 Measures relating to special categories of passengers</p>	X	X	X	X	X	
(04)	<p>Explain what has to be considered if law enforcement officers carry weapons on board.</p> <p>Source: ICAO Annex 17, Chapter 4, 4.7 Measures relating to special categories of passengers</p>	X	X	X	X	X	
010 12 05 00	Management of response to acts of unlawful interference						
010 12 05 01	Management of response to acts of unlawful interference						
(01)	<p>Describe the assistance each Contracting State shall provide to an aircraft subjected to an act of unlawful seizure.</p> <p>Source: ICAO Annex 17, Chapter 5, 5.2 Response</p>	X	X	X	X	X	
(02)	<p>State the circumstances which could prevent a Contracting State from detaining an aircraft on the ground after being subjected to an act of unlawful seizure.</p> <p>Source: ICAO Annex 17, Chapter 5, 5.2 Response</p>	X	X	X	X	X	
010 12 06 00	Operators' security programme						
010 12 06 01	Operators' security programme — Principles						

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(01)	Describe the principles of the written operator's security programme each Contracting State requires from operators. Source: ICAO Annex 17, Chapter 3, 3.3 Aircraft operators	X	X	X	X	X	
010 12 07 00	Security procedures in other documents, i.e. ICAO Annexes 2, 6 and 14, and ICAO Doc 4444						
010 12 07 01	ICAO Annex 2 — Rules of the Air, including Attachment B — Unlawful interference						
(01)	Describe what the PIC should do, in a situation of unlawful interference, unless considerations aboard the aircraft dictate otherwise. Source: ICAO Annex 2, Chapter 3, 3.7 Unlawful interference	X	X	X	X	X	
(02)	Describe what the PIC, of an aircraft subjected to unlawful interference, should do if: the aircraft must depart from its assigned track; the aircraft must depart from its assigned cruising level; the aircraft is unable to notify an ATS unit of the unlawful interference. Source: ICAO Annex 2, Attachment B 'Unlawful interference'	X	X	X	X	X	
(03)	Describe what the PIC should attempt to do with regard to broadcast warnings and the level at which to proceed, in a situation of unlawful interference, if no applicable regional procedures for in-flight contingencies have been established. Source: ICAO Annex 2, Attachment B 'Unlawful interference'	X	X	X	X	X	

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
010 12 07 02	ICAO Annex 6 — Operation of Aircraft Chapter 13 — Security						
(01)	Describe the special considerations referring to flight crew compartment doors with regard to aviation security. Source: ICAO Annex 6, Part I — International Commercial Air Transport — Aeroplanes, Chapter 13, 13.2 Security of the flight crew compartment	X	X	X	X	X	
010 12 07 03	ICAO Annex 14 Volume I — Aerodromes Chapter 3 — Physical characteristics						
(01)	Describe what minimum distance an isolated aircraft parking position (after the aircraft has been subjected to unlawful interference) should have from other parking positions, buildings or public areas. Source: ICAO Annex 14 Volume I, Chapter 3, 3.14 Isolated aircraft parking position	X	X	X	X	X	
010 12 07 04	ICAO Doc 4444 — Air Traffic Management						
(01)	Describe the considerations that must take place with regard to a taxi clearance in case an aircraft is known or believed to have been subjected to unlawful interference. Source: ICAO Doc 4444, Chapter 15, 15.1.3 Unlawful interference and aircraft bomb threat	X	X	X	X	X	
010 13 00 00	AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION						
010 13 01 00	Essential definitions of ICAO Annex 13						
010 13 01 01	Definitions and descriptions						

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
(01)	Recall the definitions of the following terms: accident, aircraft, flight recorder, incident, investigation, maximum mass, operator, serious incident, serious injury, State of Design, State of Manufacture, State of Occurrence, State of the Operator, State of Registry. Source: ICAO Annex 13, Chapter 1 Definitions	X	X	X	X	X	
(02)	Explain the difference between 'serious incident' and 'accident'. Source: ICAO Annex 13, Chapter 1 Definitions and Attachment C 'List of examples of serious incidents'	X	X	X	X	X	
(03)	Determine whether a certain occurrence has to be defined as a serious incident or as an accident. Source: ICAO Annex 13, Chapter 1 Definitions and Attachment C 'List of examples of serious incidents'	X	X	X	X	X	
(04)	Recognise the description of an accident or incident. Source: ICAO Annex 13, Chapter 1 Definitions	X	X	X	X	X	
010 13 02 00	Accident and incident investigation in ICAO Annex 13						
010 13 02 01	Objectives and procedures						
(01)	State the objective(s) of the investigation of an accident or incident according to ICAO Annex 13. Source: ICAO Annex 13, Chapter 2 Applicability and Chapter 3, 3.1 Objective of the investigation	X	X	X	X	X	
(02)	Describe the general procedures for the investigation of an accident or incident	X	X	X	X	X	

Syllabus	Syllabus details and associated Learning Objectives	Aeroplane		Helicopter			Remarks
		ATPL	CPL	ATPL/IR	ATPL	CPL	
	according to ICAO Annex 13. Source: ICAO Annex 13, Chapter 4, 4.1; ICAO Annex 13, Chapter 5, 5.1 to 5.4.1						