

Syllabus reference	Syllabus details and associated Learning Objectives	CB-IR(A) and EIR
010 00 00 00	AIR LAW	
010 04 00 00	PERSONNEL LICENSING	
010 04 02 00	Regulation on Air Crew – Part-FCL	
010 04 02 01	Definitions	
LO	Define the following: Category of aircraft, cross country flight, dual instruction time, flight time, flight time as SPIC, instrument time, instrument flight time, instrument ground time, MCC, multi-pilot aeroplanes, night, PPL, CPL, proficiency check, rating, renewal, revalidation, skill test, solo flight time, type of aircraft	X
010 04 02 02	Part-FCL	
LO	Name the content of PART-FCL	X
010 04 02 05	Ratings	
LO	Explain the requirements for plus validity and privileges of Instrument Ratings	X
010 05 00 00	RULES OF THE AIR	
010 05 02 00	Applicability of the Rules of the Air	
LO	Explain the duties of the PIC concerning pre-flight actions in case of an IFR flight	X
010 05 03 00	General Rules	
LO	Describe the requirements when carrying out simulated instrument flights	X

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LO	Explain why a time check has to be obtained before flight	X
LO	Describe the required actions to be carried out, if the continuation of a controlled VFR flight in VMC is not practicable anymore	X
LO	Describe the provisions for transmitting a position report to the appropriate ATS Unit including time of transmission and normal content of the message	X
LO	Describe the necessary action when an aircraft is experiencing a COM failure	X
010 05 05 00	Instrument Flight Rules (IFR)	
LO	Describe the Instrument Flight Rules as contained in Chapter 5 of ICAO Annex 2	X
010 06 00 00	PROCEDURES FOR AIR NAVIGATION SERVICES – AIRCRAFT OPERATIONS (PANS OPS)	
010 06 03 00	Departure procedures	
010 06 03 01	General criteria (assuming all engines operating)	
LO	Name the factors dictating the design of instrument departure procedures	X
LO	Explain in which situations the criteria for omni-directional departures are applied	X
010 06 03 02	Standard Instrument Departures (SIDs)	
LO	Define the terms 'straight departure' and 'turning departure'	X
LO	State the responsibility of the operator when unable to utilize the published departure procedures	X
010 06 03 03	Omni-directional departures	
LO	Explain when the 'omni-directional method' is used for departure	X
LO	Describe the solutions when an omni-directional procedures is not possible	X
010 06 03 04	Published information	
LO	State the conditions for the publication of a SID and/or RNAV route	X
LO	Describe how omni-directional departures are expressed in the appropriate publication	X
010 06 03 05	Area Navigation (RNAV) Departure Procedures and RNP-based Departures	

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LO	Explain the relationship between RNAV/RNP-based departure procedures and those for approaches	X
010 06 04 00	Approach procedures	
010 06 04 01	General criteria	
LO	Name the five possible segments of an instrument approach procedure	X
LO	Give reasons for establishing aircraft categories for the approach	X
LO	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'	X
LO	State the minimum obstacle clearance provided by the minimum sector altitudes (MSA) established for an aerodrome	X
LO	Describe the point of origin, shape, size and sub-divisions of the area used for MSAs	X
LO	State that a pilot shall apply wind corrections when carrying out an instrument approach procedures	X
LO	Name the most significant performance factor influencing the conduct of Instrument Approach Procedures	X
LO	Explain why a Pilot should not descend below OCA/Hs which are established for -precision approach procedures -a non-precision approach procedures — visual (circling) procedures	X
LO	Describe in general terms, the relevant factors for the calculation of operational minima	X
LO	Translate the following abbreviations into plain language: DA, DH, OCA, OCH, MDA, MDH, MOC, DA/H, OCA/H, MDA/H	X
LO	Explain the relationship between the terms: DA, DH, OCA, OCH, MDA, MDH, MOC, DA/H, OCA/H, MDA/H	X
010 06 04 02	Approach Procedure Design	
LO	Describe how the vertical cross-section for each of the five approach segments is broken down into the various areas	X
LO	State within which area of the cross-section the Minimum Obstacle Clearance (MOC) is provided for the whole width of the area	X
LO	Define the terms IAF, IF, FAF, MAPt and TP	X
LO	State the accuracy of facilities providing track (VOR, ILS, NDB)	X

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LO	Describe the basic information relating to approach area splays	X
LO	State the optimum descent gradient (preferred for a precision approach) in degrees and per cent	X
010 06 04 03	Arrival and approach segments	
LO	Name the five standard segments of an instrument APP procedure and state the beginning and end for each of them	X
LO	Describe where an ARR route normally ends	X
LO	State whether or not omni-directional or sector arrivals can be provided	X
LO	Explain the main task for the initial APP segment	X
LO	Describe the maximum angle of interception between the initial APP segment and the intermediate APP segment (provided at the intermediate fix) for a precision APP and a non-precision APP	X
LO	Describe the main task of the intermediate APP segment	X
LO	State the main task of the final APP segment	X
LO	Name the two possible aims of a final APP	X
LO	Explain the term 'final approach point' in case of an ILS approach	X
LO	State what happens if an ILS GP becomes inoperative during the APP	X
010 06 04 04	Missed Approach	
LO	Name the three phases of a missed approach procedure and describe their geometric limits	X
LO	Describe the main task of a missed approach procedure	X
LO	State at which height/altitude the missed approach is assured to be initiated	X
LO	Define the term 'missed approach point (MAPt)'	X
LO	Describe how an MAPt may be established in an approach procedure	X
LO	State the pilot's reaction if, upon reaching the MAPt, the required visual reference is not established	X
LO	Describe what a pilot is expected to do in the event a missed approach is initiated prior to arriving at the	X

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	MAPt	
LO	State whether the pilot is obliged to cross the MAPt at the height/altitude required by the procedure or whether he is allowed to cross the MAPt at an altitude/height greater than that required by the procedure	X
010 06 04 05	Visual manoeuvring (circling) in the vicinity of the aerodrome:	
LO	Describe what is meant by 'visual manoeuvring (circling)'	X
LO	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	X
LO	State for which category of aircraft the obstacle clearance altitude/height within an established visual manoeuvring (circling) area is determined	X
LO	Describe how an MDA/H is specified for visual manoeuvring (circling) if the OCA /H is known	X
LO	State the conditions to be fulfilled before descending below MDA/H in a visual manoeuvring (circling) approach	X
LO	Describe why there can be no single procedure designed that will cater for conducting a circling approach in every situation	X
LO	State how the pilot is expected to behave after initial visual contact during a visual manoeuvring (circling)	X
LO	Describe what the pilot is expected to do if visual reference is lost while circling to land from an instrument approach	X
010 06 04 06	Area navigation (RNAV) approach procedures based on VOR/DME	
LO	Describe the provisions that must be fulfilled before carrying out VOR/DME RNAV approaches	X
LO	Explain the disadvantages of the VOR/DME RNAV system	X
LO	List the factors on which the navigational accuracy of the VOR/DME RNAV system depends	X
LO	State whether the VOR/DME/RNAV approach is a precision or a non-precision procedure	X
010 06 05 00	Holding procedures	
010 06 05 01	Entry and Holding	
LO	Explain why deviations from the in-flight procedures of a holding established in accordance with ICAO	X

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	Doc 8168 are dangerous	
LO	State that if for any reasons a pilot is unable to conform to the procedures for normal conditions laid down for any particular holding pattern, he/she should advise ATC as early as possible.	X
LO	Describe how the right turns holdings can be transferred to left turn holding patterns	X
LO	Describe the shape and terminology associated with the holding pattern	X
LO	State the bank angle and rate of turn to be used whilst flying in a holding pattern	X
LO	Explain why pilots in a holding pattern should attempt to maintain tracks and how this can be achieved	X
LO	Describe where outbound timing begins in a holding pattern	X
LO	State where the outbound leg in a holding terminates if the outbound leg is based on DME	X
LO	Describe the three heading entry sectors for entries into a holding pattern	X
LO	Define the terms 'parallel entry', 'offset entry' and 'direct entry'	X
LO	Determine the correct entry procedure for a given holding pattern	X
LO	State the still air time for flying the outbound entry heading with or without DME	X
LO	Describe what the pilot is expected to do when clearance is received specifying the time of departure from the holding point	X
010 06 05 02	Obstacle clearance (except table)	
LO	Describe the layout of the basic holding area, entry area and buffer area of a holding pattern	X
LO	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	X
010 06 06 00	Altimeter setting procedures	
010 06 06 01	Basic requirements and procedures	
LO	Describe the two main objectives for altimeter settings	X
LO	Define the terms 'QNH' and 'QFE'	X

Syllabus reference	Syllabus details and associated Learning Objectives	CB-IR(A) and EIR
LO	Describe the different terms of altitude or flight levels respectively which are the references during climb or descent to change the altimeter setting from QNH to 1013.2 hPa and vice versa	X
LO	Define the term 'Flight Level' (FL)	X
LO	State where flight level zero shall be located	X
LO	State the interval by which consecutive flight levels shall be separated	X
LO	Describe how flight levels are numbered	X
LO	Define the term 'Transition Altitude'	X
LO	State how Transition Altitudes shall normally be specified	X
LO	Explain how the height of the Transition Altitude is calculated and expressed in practice	X
LO	State where Transition Altitudes shall be published	X
LO	Define the term 'Transition Level'	X
LO	State when the Transition Level is normally passed to aircraft	X
LO	State how the vertical position of aircraft shall be expressed at or below the Transition Altitude and Transition Level	X
LO	Define the term 'Transition Layer'	X
LO	Describe when the vertical position of an aircraft passing through the transition layer shall be expressed in terms of flight levels and when in terms of altitude	X
LO	State when the QNH altimeter setting shall be made available to departing aircraft	X
LO	Explain when the vertical separation of aircraft during en-route flight shall be assessed in terms of altitude and when in terms of flight levels	X
LO	Explain when, in air-ground communications during an en-route flight, the vertical position of an aircraft shall be expressed in terms of altitude and when in terms of flight levels	X
LO	Describe why QNH altimeter setting reports should be provided from sufficient locations	X
LO	State how a QNH altimeter setting shall be made available to aircraft approaching a controlled aerodrome	X

Syllabus reference	Syllabus details and associated Learning Objectives	CB-IR(A) and EIR
	for landing	
LO	State under which circumstances the vertical position of an aircraft above the transition level may be referenced to altitudes	X
010 06 06 02	Procedures for Operators and Pilots	
LO	State the three requirements that altitudes or flight levels selected should have	X
LO	Describe a pre-flight operational test in case of QNH setting and in case of QFE setting including indication (error) tolerances referred to the different test ranges	X
LO	State on which setting at least one altimeter shall be set prior to take off	X
LO	State where during the climb the altimeter setting shall be changed from QNH to 1013.2 hPa	X
LO	Describe when a pilot of an aircraft intending to land at an AD shall obtain the transition level	X
LO	Describe when a pilot of an aircraft intending to land at an AD shall obtain the actual QNH altimeter setting	X
LO	State where the altimeter settings shall be changed from 1013.2 hPa to QNH during descent for landing	X
010 06 07 00	Simultaneous Operation on parallel or near-parallel instrument Runways	
LO	Describe the difference between independent and dependent parallel approaches	X
LO	Describe the following different operations: — Simultaneous instrument departures — Segregated parallel approaches/departures — Semi-mixed and mixed operations	X
010 06 08 00	Secondary surveillance radar (transponder) operating procedures	
010 06 08 01	Operation of transponders	
LO	State when and where the pilot shall operate the transponder	X
LO	State the modes and codes that the pilot shall operate in the absence of any ATC directions or regional air navigation agreements	X
LO	Indicate when the pilot shall operate Mode S	X
LO	State when the pilot shall 'SQUAWK IDENT'	X
LO	State the transponder mode and code to indicate: -a state of emergency -a Communication failure -	X

Syllabus reference	Syllabus details and associated Learning Objectives	CB-IR(A) and EIR
	unlawful interference	
LO	Describe the consequences of a transponder failure in flight	X
LO	State the primary action of the pilot in the case of an unserviceable transponder before departure when no repair or replacement at this aerodrome is possible	X
010 06 08 02	Operation of ACAS equipment	
LO	Describe the main reason for using ACAS	X
010 07 00 00	AIR TRAFFIC SERVICES AND AIR TRAFFIC MANAGEMENT	
010 07 01 00	ICAO Annex 11 – Air Traffic Services	
010 07 01 03	Airspace	
LO	Understand the various rules and services that apply in the various classes of airspace	X
010 07 01 04	Air Traffic Control Services	
LO	Name the ATS units providing ATC service (area control service, approach control service, aerodrome control service)	X
LO	Describe which unit(s) may be assigned with the task to provide specified services on the apron	X
LO	Name the purpose of clearances issued by an ATC unit	X
LO	Describe the aim of clearances issued by ATC with regard to IFR, VFR or special VFR flights and refer to the different airspaces	X
LO	List the various (five possible) parts of an ATC clearance	X
LO	State how ATC shall react when it becomes apparent that traffic, additional to that one already accepted, cannot be accommodated within a given period of time at a particular location or in a particular area, or can only be accommodated at a given rate	X
010 07 02 00	ICAO Document 4444 – Air Traffic Management	
010 07 02 01	Foreword (Scope and purpose)	
LO	State whether or not a clearance issued by ATC units does include prevention of collision with terrain and if there is an exception to this, name the exception	X

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010 07 02 03	ATS System Capacity and Air Traffic Flow Management	
LO	Explain when and where an air traffic flow management (ATFM) service shall be implemented	X
010 07 02 05	ATC Clearances	
LO	Explain 'the sole scope and purpose' of an ATC clearance	X
LO	State on which information the issue of an ATC clearance is based	X
LO	Describe what a PIC should do if an ATC clearance is not suitable	X
LO	Indicate who bears the responsibility for maintaining applicable rules and regulations whilst flying under the control of an ATC unit	X
LO	Explain what is meant by the expression 'clearance limit'	X
LO	Explain the meaning of the phrases 'cleared via flight planned route', 'cleared via (designation) departure' and 'cleared via (designation) arrival' in an ATC clearance.	X
LO	List which items of an ATC clearance shall always be read back by the flight crew	X
010 07 02 06	Horizontal Speed Control Instructions	
LO	Explain the reason for speed control by ATC	X
LO	Define the maximum speed changes that ATC may impose	X
LO	State within which distance from the threshold the PIC must not expect any kind of speed control	X
010 07 02 07	Change from IFR to VFR flight	
LO	Explain how the change from IFR to VFR can be initiated by the PIC	X
LO	Indicate the expected reaction of the appropriate ATC unit upon a request to change from IFR to VFR	X
010 07 02 09	Altimeter Setting Procedures	
LO	Define the following terms: — transition level — transition layer — and transition altitude	X
LO	Indicate how the vertical position of an aircraft in the vicinity of an aerodrome shall be expressed at or below the transition altitude, at or above the transition level and while climbing or descending through the transition layer	X

Syllabus reference	Syllabus details and associated Learning Objectives	CB-IR(A) and EIR
LO	Describe when the height of an aircraft using QFE during an NDB approach is referred to the landing threshold instead of the aerodrome elevation	X
LO	Indicate how far altimeter settings provided to aircraft shall be rounded up or down	X
LO	Define the expression 'lowest usable flight level'	X
LO	Determine how the vertical position of an aircraft on a flight en-route is expressed at or above the lowest usable flight level and below the lowest usable flight level	X
LO	State who establishes the transition level to be used in the vicinity of an aerodrome	X
LO	Decide how and when a flight crew shall be informed about the transition level	X
LO	State whether or not the pilot can request the transition level to be included in the approach clearance	X
LO	State in what kind of clearance the QNH altimeter setting shall be included	X
010 07 02 10	Position Reporting	
LO	Describe when position reports shall be made by an aircraft flying on routes defined by designated significant points	X
LO	List the six items that are normally included in a voice position report	X
LO	Name the requirements for using a simplified position report with Flight level, next position (and time over) and ensuing significant points omitted	X
LO	Name the item of a position report which must be forwarded to ATC with the initial call after changing to a new frequency	X
LO	Indicate the item of a position report which may be omitted if SSR Mode C is used	X
010 07 02 12	Separation methods and minima	
LO	Explain the general provisions for the separation of controlled traffic	X
LO	Name the different kind of separation used in aviation	X
LO	Understand the difference between the type of separation provided within the various classes of airspace and between the various types of flight	X
LO	State who is responsible for the avoidance of collision with other aircraft when operating in VMC	X

Syllabus reference	Syllabus details and associated Learning Objectives	CB-IR(A) and EIR
LO	State the ICAO documents in which details of current separation minima are prescribed	X
LO	Describe how vertical separation is obtained	X
LO	State the required vertical separation minimum	X
LO	Describe how the cruising levels of aircraft flying to the same destination and the expected approach sequence are correlated with each other	X
LO	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	X
LO	List the two main methods for horizontal separation	X
LO	Describe how lateral separation of aircraft at the same level may be obtained	X
LO	Explain the term 'Geographical Separation'	X
LO	Describe track separation between aircraft using the same navigation aid or method	X
LO	Describe the three basic means for the establishment of longitudinal separation	X
LO	Describe the circumstances under which a reduction in separation minima may be allowed	X
LO	Indicate the standard horizontal radar separation in NM	X
LO	State the wake turbulence radar separation for aircraft in the APP and DEP phases of a flight when an aircraft is operating directly behind another aircraft at the same ALT or less than 300 m (1 000 ft) below	X
010 07 02 13	Separation in the vicinity of aerodromes	
LO	State the condition to enable ATC to initiate a visual approach for an IFR flight	X
LO	Indicate whether or not separation will be provided by ATC between an aircraft executing a visual approach and other arriving or departing aircraft	X
LO	State in which case when the flight crew are not familiar with the instrument approach procedure being carried out, that only the final approach track has to be forwarded to them by ATC	X
LO	Describe which flight level should be assigned to an aircraft first arriving over a holding fix for landing	X
LO	Talk about the priority that will be given to aircraft for a landing	X

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LO	Understand the situation when a pilot of an aircraft in an approach sequence indicates his intention to hold for weather improvements	X
LO	Explain the term 'Expected Approach Time' and the procedures for its use	X
LO	State the reasons which could probably lead to the decision to use another take-off or landing direction than the one into the wind	X
LO	Name the possible consequences for a PIC if the 'RWY-in-use' is not considered suitable for the operation involved	X
010 07 02 14	Miscellaneous separation procedures	
LO	Be familiar with the separation of aircraft holding in flight	X
LO	Be familiar with the minimum separation between departing aircraft	X
LO	Be familiar with the minimum separation between departing and arriving aircraft	X
LO	Be familiar with the non-radar wake turbulence longitudinal separation minima	X
LO	Know about a clearance to 'maintain own separation' while in VMC	X
LO	Give a brief description of 'Essential Traffic' and 'Essential Traffic Information'	X
LO	Describe the circumstances under which a reduction in separation minima may be allowed	X
010 07 02 15	Arriving and Departing aircraft	
LO	List the elements of information which shall be transmitted to an aircraft as early as practicable if an approach for landing is intended	X
LO	List the information to be transmitted to an aircraft at the commencement of final approach	X
LO	List the information to be transmitted to an aircraft during final approach	X
LO	State the sequence of priority between aircraft landing (or in the final stage of an approach to land) and aircraft intending to depart	X
LO	Explain the factors that influence the approach sequence	X
LO	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.	X

Syllabus reference	Syllabus details and associated Learning Objectives	CB-IR(A) and EIR
LO	Describe what information shall be forwarded to a departing aircraft as far as visual or non-visual aids are concerned	X
LO	State the significant changes that shall be transmitted as early as practicable to an arriving aircraft, particularly changes in the meteorological conditions.	X
010 07 02 16	Procedures for Aerodrome Control Service	
LO	Describe the general tasks of the Aerodrome Control Tower (TWR) when issuing information and clearances to aircraft under its control	X
LO	List for which aircraft and their given positions or flight situations the TWR shall prevent collisions	X
LO	Name the operational failure or irregularity of AD equipment which shall be reported to the TWR immediately	X
LO	State that, after a given period of time, the TWR shall report to the ACC or FIC if an aircraft does not land as expected	X
LO	Describe the procedures to be observed by the TWR whenever VFR operations are suspended	X
010 07 02 17	Radar services	
LO	State to what extent the use of radar in air traffic services may be limited	X
LO	State what radar derived information shall be available for display to the controller as a minimum	X
LO	Name the two basic identification procedures used with radar	X
LO	Define the term 'PSR'	X
LO	Describe the circumstances under which an aircraft provided with radar service should be informed of its position	X
LO	List the possible forms of position information passed to the aircraft by radar services	X
LO	Define the term 'radar vectoring'	X
LO	State the aims of radar vectoring as shown in ICAO Doc 4444	X
LO	State how radar vectoring shall be achieved	X
LO	Describe the information which shall be given to an aircraft when radar vectoring is terminated and the pilot	X

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	is instructed to resume own navigation	
LO	Explain the procedures for the conduct of Surveillance Radar Approaches (SRA)	X
LO	Describe what kind of action (concerning the transponder) the pilot is expected to perform in case of emergency if he has previously been directed by ATC to operate the transponder on a specific code	X
010 07 02 19	Procedures related to emergencies, communication failure and contingencies	
LO	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	X
LO	State the special rights an aircraft in a state of emergency can expect from ATC	X
LO	Describe the expected action of aircraft after receiving a broadcast from ATS concerning the emergency descent of an aircraft	X
LO	State how it can be ascertained, in case of a failure of two-way communication, whether the aircraft is able to receive transmissions from the ATS unit	X
LO	Explain the assumption based on which separation shall be maintained if an aircraft is known to experience a COM failure in VMC or in IMC	X
LO	State on which frequencies appropriate information, for an aircraft encountering two way COM failure, will be sent by ATS	X
LO	Describe the expected activities of an ATS-unit after having learned that an aircraft is being intercepted in or outside its area of responsibility	X
LO	State what is meant by the expression 'Strayed aircraft' and 'Unidentified aircraft'	X
010 08 00 00	AERONAUTICAL INFORMATION SERVICE	
010 08 02 00	Definitions in ICAO Annex 15	
LO	Recall the following definitions: Aeronautical Information Circular (AIC), Aeronautical Information Publication (AIP), AIP amendment, AIP supplement, AIRAC, danger area, Integrated Aeronautical Information Package, international airport, international NOTAM office (NOF), manoeuvring area, movement area, NOTAM, pre-flight information bulletin (PIB), prohibited area, restricted area, SNOWTAM, ASHTAM	X
010 08 04 00	Integrated Aeronautical Information Package	

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010 08 04 01	Aeronautical Information Publications (AIP)	
LO	State in which main part of the AIP the following information can be found: — Differences from ICAO Standards, Recommended Practices and Procedures — Location indicators, aeronautical information services, minimum flight altitude, 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) — Aerodrome data including Aprons, 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, APP and RWY lighting, — AD radio navigation and landing aids, — charts related to an AD — entry, transit and departure of aircraft, passengers, crew and cargo	X
010 08 04 02	NOTAMs	
LO	Describe how information shall be published which in principal would belong to NOTAMs but includes extensive text and/or graphics	X
LO	Summarise essential information which lead to the issuance of a NOTAM	X
LO	Explain how information regarding snow, ice and standing water on AD pavements shall be reported	X
010 08 04 03	Aeronautical Information Regulation and Control (AIRAC)	
LO	List the circumstances of which the information concerned shall or should be distributed as AIRAC	X
LO	State the sequence in which AIRACs shall be issued and state how many days in advance of the effective date the information shall be distributed by AIS	X
010 08 04 05	Pre-flight and Post-flight Information/Data	
LO	Describe how a recapitulation of current NOTAM and other information of urgent character shall be made available to flight crews	X
010 09 00 00	AERODROMES (ICAO Annex 14, Volume I, Aerodrome Design and Operations)	
010 09 02 00	Aerodrome data	
010 09 02 01	Aerodrome Reference Point	

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LO	Describe where the aerodrome reference point shall be located and where it shall normally remain	X
010 09 03 00	Physical Characteristics	
010 09 03 01	Runways	
LO	Acquaint yourself with the general considerations concerning runways associated with a Stopway or Clearway	X
010 09 03 02	Runway Strips	
LO	Explain the term 'Runway strip'	X
010 09 03 03	Runway end safety area	
LO	Explain the term 'RWY end safety area'	X
010 09 03 04	Clearway	
LO	Explain the term 'Clearway'	X
010 09 03 05	Stopway	
LO	Explain the term 'Stopway'	X
010 09 03 07	Taxiways	
LO	Describe where runway-holding positions shall be established	X
010 09 04 00	Visual aids for navigation	
010 09 04 02	Markings	
LO	Name the colours used for the various markings (RWY, TWY, aircraft stands, apron safety lines)	X
LO	Describe the application and characteristics of: — RWY centre line markings — THR marking	X
010 09 04 03	Lights	
LO	Describe mechanical safety considerations regarding elevated approach lights and elevated RWY, stopway and taxiway-lights	X
LO	Discuss the relationship of the intensity of RWY lighting, the approach lighting system and the use of a separate intensity control for different lighting systems	X

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LO	List the conditions for the installation of an AD beacon and describe its general characteristics	X
LO	Name the different kinds of operations for which a simple APP lighting system shall be used	X
LO	Describe the basic installations of a simple APP lighting system including the dimensions and distances normally used	X
LO	Describe the principle of a precision APP category I lighting system including such information as location and characteristics <i>Remark – This includes the 'Calvert' system with additional crossbars</i>	X
LO	Describe the wing bars of PAPI and APAPI	X
LO	Interpret what the pilot will see during approach, using PAPI, APAPI, T-VASIS and ATVASIS	X
LO	Explain the application and characteristics of: – RWY edge lights – RWY threshold and wing bar lights – RWY end lights – RWY centre line lights – RWY lead in lights – RWY touchdown zone lights – Stopway lights – Taxiway centre line lights – Taxiway edge lights – Stop bars – Intermediate holding position lights – RWY guard lights – Road holding position lights	X
010 09 04 04	Signs	
LO	State the general purpose for installing signs	X
LO	Explain what signs are the only ones on the movement area utilising red	X
LO	List the provisions for illuminating signs	X
LO	State the purpose for installing mandatory instruction signs	X
LO	Name the kind of signs which mandatory instruction signs shall include	X
LO	Name the colours used with mandatory instruction signs	X
LO	Describe the location of: – a RWY designation sign at a taxiway/RWY intersection – a NO ENTRY sign – a RWY holding position sign	X
LO	Name the sign with which it shall be indicated that a taxiing aircraft is about to infringe an obstacle limitation surface or to interfere with the operation of radio navigation aids (e.g. ILS/MLS critical/sensitive area)	X
LO	Describe the various possible inscriptions on RWY designation signs and on holding position signs	X

Syllabus reference	Syllabus details and associated Learning Objectives	CB-IR(A) and EIR
LO	Describe the inscription on an Intermediate-holding position sign on a taxiway	X
010 09 08 00	Attachment A to ICAO Annex 14, Volume 1 – Supplementary Guidance Material	
010 09 08 03	Approach lighting systems	
LO	Name the two main groups of approach lighting systems	X
LO	Describe the two different versions of a simple approach lighting system	X
LO	Describe the two different basic versions of precision approach lighting systems for CAT I	X
LO	Describe how the arrangement of an approach lighting system and the location of the appropriate threshold are interrelated with each other	X