**SUBJECT AREA 100 – KNOWLEDGE, SKILLS AND ATTITUDES (KSA) AND NEW LEARNING OBJECTIVES (LOs)**

**Formal context**

In February 2018, EASA published the Executive Director (ED) Decision 2018/001/R. It contained the updated Learning Objectives (LOs) for the theoretical knowledge (TK) syllabi and ground school examinations, and introduced the threat and error management (TEM) concept and its application. The updated LOs correspond to today’s operational environment and ensure that commercial pilots are equipped with the knowledge and understanding relevant to modern flight deck and current industry needs. Particular attention was paid to the overall enhancement of the pilots’ core competencies and their ability to make informed decisions.

The Decision also introduced new LOs under Area 100 KSA (Knowledge, skills and attitudes) whose aim is to enhance the core competences of the trained pilots already during theoretical training to professional licenses. This Area 100 contains requirements for approved training organisations (ATOs) to assess student pilots’ KSA. These skills focus on the pilots’ ability to apply their knowledge and understanding across subjects and to demonstrate technical and non-technical skills. New LOs are not the subject of examinations organised by competent authorities, but will be assessed by the ATOs to ensure that student pilots have an adequate level of competency before they are allowed to sit their final TK examinations.

In November 2018, EASA published the Executive Director (ED) Decision 2018/011/R, which set in order a number of AMC and GM issues both into PART-FCL and PART-ARA of Regulation (EU) 1178/2011, including:

* Detailed syllabus and LOs for ATPL, CPL, MPL as well as IR(A) and IR(H),
* The examination procedures related to the above syllabi were changed.

In August 2019, EASA published the Executive Director (ED) Decision 2019/017/R. It contained the new merged Subject 090 ‘Communications’, which replaced Subjects 091 ‘VFR Communications’ and 092 ‘IFR Communications’, as amended by Commission Implementing Regulation (EU) 2018/1974 of 14 December 2018 amending Commission Regulation (EU) No 1178/2011. It also amended the relevant AMC to ARA.FCL.300(b) by modifying the examination procedures due to introduction of the new subject ‘090 Communications’. It also made a number of editorial changes to AMC of Appendix 6 and to LOs (e.g. AMC1 FCL310, FCL.515(b), FCL615(b) ‘Theoretical knowledge examinations’ to the above ED Decisions 2018/001/R and 2018/011/R.

All of the above mentioned Executive Director (ED) Decisions shall apply ‘31 January 2022 at the latest’.

Examination candidates should also note that old-format examinations should be completed by 31 January 2022as recommended by EASA:

‘The ECQB is based on the detailed theoretical knowledge (TK) syllabus and LOs published in AMC/GM to Part-FCL. Major changes to these were published in the course of 2018 and 2019, with the deadline for compliance with these changes being the **end of January 2022**. Training courses and examinations until that date may therefore align with the “old” syllabus and LOs published in 2014 and 2016, or with the “new” syllabus and LOs published in 2018 and 2019. **From February 2022 onwards all examinations should be based on the latest release of the ECQB that aligns to the “new” syllabus.’**

In December 2019, the Civil Aviation Authority reminded all ATOs affected by the changes about the necessity to adjust syllabi and about consequences of delay for the trainees.

**Timeframe**

Currently, ATOs provide training both according to:

* new format with LOs contained in ED Decisions: 2018/001/R, 2018/011/R and 2019/017/R including assessments in Area 100 KSA;
* old format, without accounting for the above mentioned LOs and Area 100 KSA, which is possible because the latest date for ATO to adapt to the new syllabus is 31January 2022.

Candidates who chose or will choose ATO providing training according to the old format must take into account the risk of reduced deadline for taking the exams (less than 18 months).

To ensure the transition from the old to the new format, the Civil Aviation Authority is providing/planning to provide exams based on two bases:

* ECQB 7.0 – for candidates who have undergone training in the old format;
* ECQB 2020 – for candidates who have undergone training in the new format.

The ECQB 2020 database was to be available from August 2020 session (the first session provided 18 months before 31 January 2022) and such availability date was reported to EASA. Due to COVID-19 outbreak, we were forced to move the availability date of the ECQB 2020 database to November 2020 session.

Candidates failing the old format exams within specified timeframe will need to undergo special bridge training before retaking the exams. Likewise, we recommend bridge training from the old to new format for candidates who have not passed the theoretical knowledge exam and must retake it, since only in this way they will be able to retain the ability to pass the exams within 18 months.

It is also not without significance that the new format (including Area 100 KSA assessment) was created in response to the needs of future employers (mainly airlines), who may prefer candidates who have been trained on the basis of new format and have this form of assessment shown on their certificate.

**Links to the above mentioned ED Decisions:**

ED 2018/001/R 🡪 <https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2018001r>

ED 2018/011/R 🡪 <https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2018011r>

ED 2019/017/R 🡪 <https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2019017r>

**Worksheet with a breakdown of the format changes (syllabi and LOs):**

<https://www.easa.europa.eu/sites/default/files/dfu/TK-Syllabus-Comparison-Document-v2.xlsx>

**Sample questions and attachments to the new format:**

<https://www.easa.europa.eu/sites/default/files/dfu/ecqb-sample-annexes-v1.pdf>

**More about Area 100 KSA, new LOs and new ECQB see:**

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