



2024/2076

25.7.2024

**COMMISSION IMPLEMENTING REGULATION (EU) 2024/2076**

**of 24 July 2024**

**amending Regulations (EU) No 1178/2011 and (EU) No 965/2012 as regards the clarification of requirements for cruise relief co-pilots, updates of requirements for flight crew licensing and medical certification, and improvements for general aviation**

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91<sup>(1)</sup>, and in particular Articles 23, 27 and 31 thereof,

Whereas:

- (1) Commission Regulation (EU) No 1178/2011<sup>(2)</sup> lays down the requirements for pilots who are involved in the operation of aircraft referred to in Article 2(1), points (b)(i) and (ii), of Regulation (EU) 2018/1139.
- (2) Commission Regulation (EU) No 965/2012<sup>(3)</sup> lays down technical requirements and administrative procedures related to air operations.
- (3) In accordance with Article 140(2), point (b), of Regulation (EU) 2018/1139, Regulation (EU) No 1178/2011 is to be adapted to Regulation (EU) 2018/1139 as regards the definition of complex motor-powered aircraft which was included in Regulation (EC) No 216/2008 of the European Parliament and of the Council<sup>(4)</sup>, repealed by Regulation (EU) 2018/1139. Regulation (EU) No 1178/2011 should therefore be amended accordingly.
- (4) As regards single-engine aeroplanes, Regulation (EU) No 1178/2011 should be amended to reflect the latest technical developments and to consider future designs, such as electric engines and hybrid engine designs, consisting of both thermal and electric engine components.
- (5) Regulation (EU) No 1178/2011 should also be amended to clarify and to update its provisions, based on issues highlighted to the European Union Aviation Safety Agency by its advisory bodies, revealed during monitoring and implementation support activities, or identified to be problematic specifically for general aviation or aero-medical certification.
- (6) When simplifying the requirements for revalidating the privileges of a mountain rating, appropriate transitional provisions should be put in place to ensure a smooth transition from the current to the future applicable requirements.

<sup>(1)</sup> OJ L 212, 22.8.2018, p. 1, ELI: <http://data.europa.eu/eli/reg/2018/1139/oj>.

<sup>(2)</sup> Commission Regulation (EU) No 1178/2011 of 3 November 2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 311, 25.11.2011, p. 1, ELI: <http://data.europa.eu/eli/reg/2011/1178/oj>).

<sup>(3)</sup> Commission Regulation (EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 296, 25.10.2012, p. 1, ELI: <http://data.europa.eu/eli/reg/2012/965/oj>).

<sup>(4)</sup> Regulation (EC) No 216/2008 of the European Parliament and of the Council of 20 February 2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, and repealing Council Directive 91/670/EEC, Regulation (EC) No 1592/2002 and Directive 2004/36/EC (OJ L 79, 19.3.2008, p. 1, ELI: <http://data.europa.eu/eli/reg/2008/216/oj>).

- (7) The provisions for cruise relief co-pilots in both Regulations (EU) No 1178/2011 and (EU) No 965/2012 should be revised to ensure adequate training of such pilots and to establish appropriate operating procedures for the transfer of authority between flight crew members.
- (8) The provisions for pilots who have reached the age of 60 and who are involved in single-pilot helicopter emergency medical services (HEMS) operations in both Regulations (EU) No 1178/2011 and (EU) No 965/2012 should be revised to facilitate a higher coverage of HEMS operations thus balancing the need for enhanced availability of medical services with the risks of operations with pilots over the age of 60.
- (9) Since medical research requires strict protocols, the provisions of Regulations (EU) No 1178/2011 and (EU) No 965/2012 related to special medical circumstances should be revised to ensure that they are fit for purpose, do not adversely impact flight safety and ensure compliance with established medical research principles.
- (10) The provisions allowing persons to apply for a change of their competent authority should be revised to be applicable also to medical certificate holders who have not yet been issued with a licence.
- (11) Since the International Civil Aviation Organization recommends the assessment of health risk factors and preventive advice, medical requirements should be revised to enable the assessment of health risks and especially the cardiovascular risk factors.
- (12) The provisions for aero-medical assessment should be revised to ensure that they give proper consideration to the degenerative effects of ageing on the body systems.
- (13) Amendments to requirements for medical certificates, for aero-medical examiners and for aero-medical centres, as well as amendments related to age limitations for pilots engaged in HEMS, should apply with deferral, to give Member States' competent authorities time that is needed to prepare for the implementation of those regulatory changes.
- (14) The European Union Aviation Safety Agency has prepared draft implementing rules and submitted them to the Commission with Opinion No 05/2023 in accordance with Article 75(2), points (b) and (c), and Article 76(1) of Regulation (EU) 2018/1139.
- (15) The measures provided for in this Regulation are in accordance with the opinion of the Committee established by Article 127(1) of Regulation (EU) 2018/1139,

HAS ADOPTED THIS REGULATION:

#### *Article 1*

Regulation (EU) No 1178/2011 is amended as follows:

- (1) Article 2 is amended as follows:
  - (a) point (3) is deleted;
  - (b) the following points (3a) and (3b) are inserted:
    - (3a) "Complex aeroplane" means an aeroplane that meets either of the following characteristics:
      - (i) with a maximum certificated take-off mass exceeding 5 700 kg;
      - (ii) certificated for a maximum passenger seating configuration of more than nineteen;
      - (iii) certificated for operation with a minimum crew of two pilots;
      - (iv) equipped with a turbojet engine or turbojet engines or more than one turboprop engine;
    - (3b) "Complex helicopter" means a helicopter that meets either of the following characteristics:
      - (i) with a maximum certificated take-off mass exceeding 3 175 kg;

- (ii) certificated for a maximum passenger seating configuration of more than nine;
  - (iii) certificated for operation with a minimum crew of two pilots;;
- (c) the following points (8c) and (8d) are inserted:
- ‘(8c) “SEP aeroplane” means a single-engine, single-pilot aeroplane for which no type rating is required and whose single centric propulsion unit is operated by a single thrust control and driven by either of the following types of engine:
    - (a) a piston engine;
    - (b) an electric engine system which, if so specified following the certification process in accordance with Regulation (EU) No 748/2012, may consist of more than one electric engine;
    - (c) a hybrid engine system that consists of piston and electric engines, if so specified following the certification process in accordance with Regulation (EU) No 748/2012;
  - (8d) “SEP helicopter” means a single-engine, single-pilot helicopter which is powered by a piston engine;’
- (2) in Article 3, paragraph 1 is replaced by the following:
- ‘1. Without prejudice to Commission Delegated Regulation (EU) 2020/723 (\*), pilots of aircraft referred to in Article 2(1), points (b)(i) and (ii), of Regulation (EU) 2018/1139 shall comply with the technical requirements and administrative procedures laid down in Annex I and Annex IV to this Regulation.

(\*) Commission Delegated Regulation (EU) 2020/723 of 4 March 2020 laying down detailed rules with regard to the acceptance of third-country certification of pilots and amending Regulation (EU) No 1178/2011 (OJ L 170, 2.6.2020, p. 1, ELI: [http://data.europa.eu/eli/reg\\_del/2020/723/oj](http://data.europa.eu/eli/reg_del/2020/723/oj));

- (3) the following Article 3a is inserted:

‘Article 3a

**Transitional measures for medical assessment protocols applied in accordance with point ARA.MED.330 of Annex VI (Part-ARA) and medical certificates issued on the basis thereof**

1. Competent authorities involved in medical assessment protocols, or wishing to join an existing medical assessment protocol, in accordance with point ARA.MED.330 of Annex VI (Part-ARA) applicable before 13 February 2025 may continue to apply the, or join the, relevant protocol until the end of its validity, where the validity has been determined before 13 August 2024.

2. Holders of medical certificates issued in accordance with the medical assessment protocols referred to in paragraph 1 may exercise the privileges of their pilot licences on the basis of their medical certificates, as long as the relevant medical assessment protocol continues to apply in accordance with paragraph 1.’;

- (4) in Article 4(7), point (b), point (iii) is replaced by the following:

‘(iii) SEP aeroplanes and SEP helicopters, both with a maximum take-off mass not exceeding 2 000 kg;’;

- (5) the following Article 4h is inserted:

‘Article 4h

**Transitional measures for holders of a mountain rating**

Holders of a mountain rating which was issued before 13 August 2024 with an expiry date endorsed in accordance with point FCL.815 of Annex I shall, in order to continue to exercise their privileges after that date, take the following steps:

- (a) have their mountain rating re-issued by the competent authority without an expiry date;

- (b) comply with point FCL.815(d) of Annex I, unless, within the preceding 2 years, they have revalidated their mountain rating in accordance with point FCL.815(e) of Annex I applicable until 12 August 2024.;
- (6) Annex I is amended in accordance with Annex I to this Regulation;
  - (7) Annex IV is amended in accordance with Annex II to this Regulation;
  - (8) Annex VI is amended in accordance with Annex III to this Regulation;
  - (9) Annex VII is amended in accordance with Annex IV to this Regulation;
  - (10) Annex VIII is amended in accordance with Annex V to this Regulation.

#### *Article 2*

Regulation (EU) No 965/2012 is amended as follows:

- (1) Annex III (Part-ORO) is amended in accordance with Annex VI to this Regulation;
- (2) Annex V (Part-SPA) is amended in accordance with Annex VII to this Regulation.

#### *Article 3*

This Regulation shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

The following amendments shall apply from 13 February 2025:

- (1) point (7) of Annex I;
- (2) Annex II;
- (3) points (6) to (18), (22) and (23) of Annex III;
- (4) points (2) to (9) of Annex IV;
- (5) Annex VII.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 24 July 2024.

*For the Commission*  
*The President*  
Ursula VON DER LEYEN

## ANNEX I

**Amendments to Annex I (Part-FCL) to Regulation (EU) No 1178/2011**

Annex I is amended as follows:

- (1) in point FCL.015, point (e) is replaced by the following:

‘(e) The holder of a licence that has been issued in accordance with this Annex (Part-FCL) may apply to the competent authority designated by another Member State for a change of competent authority relating to all licences held, as specified in point (d). Holders of an medical certificate issued in accordance with Annex IV (Part-MED) who do not yet hold a pilot licence shall be entitled to make such an application for a change of competent authority relating to all medical records kept by the competent authority.’;
- (2) in point FCL.020, point (a) is replaced by the following:

‘(a) A student pilot shall not fly solo unless he or she meets the following conditions:

  - (1) is authorised to do so and supervised by a flight instructor;
  - (2) prior to receiving the authorisation specified in point (1), has acquired the competence to safely operate the relevant aircraft during the intended solo flight.’;
- (3) point FCL.025 is amended as follows:
  - (a) in point (b), points (4) and (5) are replaced by the following:

‘(4) If applicants for the issue of a light aircraft pilot licence (LAPL), a private pilot licence (PPL), or a basic instrument rating (BIR) have failed to pass one of the theoretical knowledge examination papers within four attempts or have failed to pass all papers within the period mentioned in point (b)(2), they shall retake the complete set of theoretical knowledge examination papers.

(5) Before retaking the complete set of theoretical knowledge examination papers, applicants shall undertake further training at a DTO or an ATO. The extent and scope of the training needed shall be determined by the DTO or the ATO, based on the needs of the applicants.’;
  - (b) in point (c)(1), point (ii) is replaced by the following:

‘(ii) for the issue of a commercial pilot licence, a multi-crew pilot licence or an instrument rating (IR), for a period of 36 months;’;
- (4) in point FCL.035(b), the following point (6) is added:

‘(6) When Appendix 1 includes a credit for the subject Communications, all of the following shall apply:

  - (i) such credit shall only be granted for training and examination for that subject if applicants, during previous theoretical knowledge examinations in accordance with point ARA.FCL.300 of Annex VI, have completed either the subject Communications or both subjects VFR communications and IFR communications;
  - (ii) applicants who have completed either only the subject VFR communications or only the subject IFR communications shall complete theoretical knowledge instruction in the subject Communications, the duration of which may be reduced based on an assessment of the applicants by the ATO. For applicants who have completed the subject VFR communications, aspects purely related to VFR communication may be reduced. For applicants who have completed the subject IFR communications, aspects purely related to IFR communication may be reduced. In any case, applicants shall complete the theoretical knowledge examination in the subject Communications.’;
- (5) in point FCL.045, point (d) is replaced by the following:

‘(d) A student pilot shall carry on all solo cross-country flights evidence of the authorisation required by point FCL.020(a)(1).’;
- (6) in point FCL.060(b), point (3) is replaced by the following:

‘(3) as cruise relief co-pilot unless he or she has completed, within the preceding 90 days, either of the following:

- (i) at least three sectors as cruise relief co-pilot in the relevant type;
- (ii) training the content of which is determined by the operator and that comprises at least three sectors as cruise relief co-pilot in an FSTD representing the relevant type;
- (iii) recurrent training in accordance with Subpart FC (ORO.FC) of Annex III (Part-ORO) to Regulation (EU) No 965/2012;
- (iv) a proficiency check for cruise relief co-pilots in accordance with Appendix 9.;

(7) in point FCL.065, point (a) is replaced by the following:

‘(a) Age 60–64. Aeroplanes and helicopters. The holder of a pilot licence who has attained the age of 60 years shall not act as a pilot of an aircraft engaged in commercial air transport except as a member of a multi-pilot crew. By way of derogation, such holders shall be entitled to act as pilots of an aircraft engaged in single-pilot helicopter emergency medical service operations in accordance with Regulation (EU) No 965/2012, provided that they comply with the applicable requirements specified for that purpose in that Regulation and in Annex IV (Part-MED) to this Regulation.’;

(8) point FCL.115 is replaced by the following:

**‘FCL.115 LAPL – Training course**

(a) Applicants for an LAPL shall complete a training course at a DTO or an ATO. That training course shall include:

- (1) theoretical knowledge and flight instruction appropriate to the privileges of the LAPL applied for;
- (2) additionally, for the LAPL(H), the mandatory training elements for the relevant helicopter type as defined in the operational suitability data established in accordance with Annex I (Part 21) to Regulation (EU) No 748/2012.

(b) Theoretical knowledge instruction and flight instruction may be completed at a DTO or at an ATO different from the one where applicants have commenced their training.

(c) For the training for the SEP aeroplanes-sea class privilege, the elements of Section B (Specific requirements for the aeroplane category), point 7 (Class ratings — sea), of Appendix 9 shall be considered.

(d) Applicants for an LAPL may receive credits for previous PPL training they have undergone in accordance with Subpart C in the same aircraft category, based on an assessment of the applicant by the ATO or the DTO that is responsible for the LAPL training course. In any case, applicants shall comply with the experience requirements set out in points FCL.110.A(a) or FCL.110.H(a), as applicable.’;

(9) in point FCL.105.A, point (a) is replaced by the following:

‘(a) *Privileges*

The privileges of the holder of an LAPL for aeroplanes are to act as PIC on SEP aeroplanes-land (SEP(land)), SEP aeroplanes-sea (SEP(sea)) or TMG with a maximum certified take-off mass of 2 000 kg or less, carrying a maximum of three passengers, such that there are never more than four persons on board the aircraft.’;

(10) in point FCL.110.A, point (c) is replaced by the following:

‘(c) *Crediting*. Applicants with prior experience as PIC may be credited towards the requirements of point (a) under the following conditions:

- (1) the amount of credit shall be decided by the DTO or the ATO where the pilot undergoes the training course, on the basis of a pre-entry flight assessment, but shall in any case:
  - (i) not exceed the total flight time as PIC;
  - (ii) not exceed 50 % of the hours required in point (a);
  - (iii) not include the requirements of point (a)(2);

- (2) previous experience as PIC in aircraft that are subject to a decision of a Member State taken in accordance with Article 2(8), points (a) or (c), of Regulation (EU) 2018/1139 or that fall within the scope of Annex I to that Regulation may be considered, provided that the aircraft match the definition of the respective aircraft category under this Annex (Part-FCL).;

(11) in point FCL.135.A, points (a) and (b) are replaced by the following:

‘(a) Applicants for an LAPL(A) shall be issued with privileges for the class of aeroplanes or TMGs in which the skill test was taken. In order to extend their privileges to another class, holders of an LAPL(A) shall complete, in that other class, all of the following:

(1) 3 hours of flight instruction, including the following:

- (i) 10 dual take-offs and landings;
- (ii) 10 supervised solo take-offs and landings;

(2) a skill test to demonstrate an adequate level of practical skill in the new class. During that skill test, the applicant shall also demonstrate to the examiner an adequate level of theoretical knowledge for the other class in the following subjects:

- (i) Operational procedures;
- (ii) Flight performance and planning;
- (iii) Aircraft general knowledge.

(b) In order to extend the privileges to another variant within a class, the pilot shall either undergo differences training or do familiarisation. The differences training shall be entered in the pilot’s logbook or in an equivalent record and shall be signed by the instructor. When extending the privileges for an SEP aeroplane class to a variant with another type of engine referred to in Article 2, point (8c), the differences training shall consist of dual flight instruction and theoretical knowledge instruction which shall include, with regard to that other type of engine and related aircraft systems, at least all of the following subjects:

- (1) Operational procedures;
- (2) Flight performance and planning;
- (3) Aircraft general knowledge.’;

(12) point FCL.140.A is amended as follows:

(a) in point (a), point (1) is replaced by the following:

‘(1) they have completed at least 12 hours of flight time as PIC or flying dual or solo under the supervision of an instructor, including:

- (i) 12 take-offs and landings;
- (ii) refresher training of at least 1 hour of total flight time with and to the satisfaction of an instructor who shall select those flight exercises that allow the applicant to refresh their competence in safely operating the aircraft and applying normal, abnormal and emergency procedures.’;

(b) the following points (c) and (d) are added:

‘(c) Holders of an LAPL(A) with privileges for SEP aeroplanes who, in accordance with point FCL.135.A(b), have extended their privileges to a variant with a different type of engine referred to in Article 2, point (8c), if they have not flown that variant within the preceding 2 years, shall complete any of the following in that variant, before exercising their privileges in that variant:

- (1) further differences training in accordance with point FCL.135.A(b);
- (2) a proficiency check;
- (3) refresher training in accordance with point FCL.140.A(a)(1)(ii).

(d) The dual flights, flights under supervision referred to in the introductory phrase of point (a)(1), the refresher training referred to in point (a)(1)(ii) and point (c)(3) and the proficiency check referred to in point (a)(2) and point (c)(2) shall be entered in the pilot’s logbook or equivalent record and shall be signed by the instructor or examiner, as applicable.’;

(13) in point FCL.110.H, point (b) is replaced by the following:

‘(b) Crediting. Applicants with prior experience as PIC may be credited towards the requirements of point (a) under the following conditions:

- (1) the amount of credit shall be decided by the DTO or the ATO where the pilot undergoes the training course, on the basis of a pre-entry flight assessment, but shall in any case:
  - (i) not exceed the total flight time as PIC;
  - (ii) not exceed 50 % of the hours required in point (a);
  - (iii) not include the requirements of point (a)(2);
- (2) previous experience as PIC in aircraft that are subject to a decision of a Member State taken in accordance with Article 2(8), point (b), of Regulation (EU) 2018/1139 or that fall within the scope of Annex I to that Regulation may be considered, provided that the aircraft match the definition of the helicopter category under this Annex (Part-FCL).’;

(14) in point FCL.135.H, points (a) and (b) are replaced by the following:

‘(a) Applicants for an LAPL(H) shall be issued with privileges for the specific type of helicopter in which the skill test was taken. In order to extend their privileges to another type of helicopter, holders of an LAPL(H) shall complete, in that other type, all of the following:

- (1) unless otherwise specified in the operational suitability data established in accordance with Annex I (Part 21) to Regulation (EU) No 748/2012, at least 5 hours of flight instruction, including:
  - (i) 15 dual take-offs, approaches and landings;
  - (ii) 15 supervised solo take-offs, approaches and landings;
- (2) a skill test to demonstrate an adequate level of practical skill in the new type. During that skill test, the applicant shall also demonstrate to the examiner an adequate level of theoretical knowledge for the other type in the following subjects:
  - (i) Operational procedures,
  - (ii) Flight performance and planning,
  - (iii) Aircraft general knowledge.

(b) Before the holder of an LAPL(H) can exercise the privileges of the licence in another variant of helicopter than the one used for the skill test, the pilot shall undergo differences training or do familiarisation, as determined in the operational suitability data established in accordance with Annex I (Part 21) to Regulation (EU) No 748/2012. The differences training shall be entered in the pilot’s logbook or equivalent record and shall be signed by the instructor.’;

(15) point FCL.140.H is replaced by the following:

**‘FCL.140.H LAPL(H) – Recency requirements**

(a) Holders of an LAPL(H) shall exercise the privileges of their licence on a specific type only if in the last 12 months they have, in the relevant type, taken one of the following steps:

- (1) completed both of the following:
  - (i) at least 6 hours of flight time on helicopters of that type as PIC, or flying dual or solo under the supervision of an instructor, including six take-offs, approaches and landings;
  - (ii) a refresher training of at least 1 hour of total flight time with and to the satisfaction of an instructor who shall select those flight exercises that allow the applicant to refresh their competence in safely operating the aircraft and applying normal, abnormal and emergency procedures;
- (2) passed a proficiency check with an examiner on the specific type before resuming the exercise of the privileges of their licence. That proficiency check programme shall be based on the skill test for the LAPL(H).



- (b) Applicants may choose to complete the refresher training referred to in point (a)(1)(ii) in the aircraft or an FSTD representing the relevant type, or in a combination of both.
- (c) The dual flights, flights under supervision referred to in point (a)(1)(i), the refresher training referred to in point (a)(1)(ii) and the proficiency check referred to in point (a)(2) shall be entered in the pilot's logbook or equivalent record and shall be signed by the instructor or examiner, as applicable.;

(16) in point FCL.205.A(b), points (2) and (3) are replaced by the following:

- '(2) the conduct of skill tests and proficiency checks for the licences specified in point (1);
- (3) the training, testing and checking for the ratings or certificates associated with the instructor's or examiner's licence, as applicable.;

(17) in point FCL.210.A, points (a) and (b) are replaced by the following:

'(a) Applicants for a PPL(A) shall have completed at least 45 hours of flight instruction in aeroplanes or TMGs, of which 5 hours may have been completed in an FSTD, including at least the following:

- (1) 25 hours of dual flight instruction;
- (2) 10 hours of supervised solo flight time, including at least 5 hours of solo cross-country flight time with at least one cross-country flight of at least 270 km (150 NM), during which full-stop landings at two aerodromes different from the aerodrome of departure shall be made.

Applicants may complete the flight time of a night rating training course in accordance with point FCL.810 (a)(1)(ii) as part of the 45 hours of flight instruction, provided that, before commencing night rating training, they have completed basic instrument flight training.

(b) Specific requirements for applicants that have undergone LAPL(A) training. Applicants for a PPL(A) shall receive credits for previous LAPL(A) training they have undergone and shall be issued with a PPL(A), provided that the LAPL(A) training and the PPL(A) training that they completed in total complies with the experience requirements in point (a). However, in such a case all of the following shall apply:

- (1) if applicants already hold an LAPL(A), all of the following shall apply, provided that applicants have completed at least 45 hours of total flight time in aeroplanes or TMGs:
  - (i) the requirement in the introductory sentence of point (a) is reduced to 40 hours of flight instruction;
  - (ii) the requirement in point (a)(1) is reduced to 21 hours of dual flight instruction;
- (2) applicants shall have completed at least all of the following with an instructor that is qualified to instruct for a PPL(A):
  - (i) 5 hours of dual flight instruction;
  - (ii) solo flight time as specified in point (a)(2).;

(18) in point FCL.205.H(b), points (2) and (3) are replaced by the following:

- '(2) the conduct of skill tests and proficiency checks for the licences specified in point (1);
- (3) the training, testing and checking for the ratings or certificates associated with the instructor's or examiner's licence, as applicable.;

(19) point FCL.210.H is amended as follows:

(a) in point (a), the introductory phrase is replaced by the following:

'Applicants for a PPL(H) shall have completed at least 45 hours of flight instruction on helicopters, of which 5 hours may have been completed in an FSTD, including at least.;

(b) point (b) is replaced by the following:

‘(b) Specific requirements for applicants that have undergone LAPL(H) training. Applicants for a PPL(H) shall receive credits for previous LAPL(H) training they have undergone and shall be issued with a PPL(H), provided that the LAPL(H) training and the PPL(H) training that they completed in total complies with the experience requirements in point (a).’;

(20) in point FCL.205.As(b), points (2) and (3) are replaced by the following:

‘(2) the conduct of skill tests and proficiency checks for the licence specified in point (1);

(3) the training, testing and checking for the ratings or certificates associated with the instructor’s or examiner’s licence, as applicable.’;

(21) point FCL.325.A is replaced by the following:

**‘FCL.325.A CPL(A) – Specific requirements for applicants who hold an MPL**

(a) Applicants for a CPL(A) who hold an MPL shall have completed in aeroplanes:

(1) 70 hours of flight time in one of the following ways:

(i) as PIC;

(ii) made up of at least 10 hours as PIC and the additional flight time as PIC under supervision (PICUS).

Of those 70 hours, 20 hours shall be of VFR cross-country flight time as PIC, or cross-country flight time made up of at least 10 hours as PIC and 10 hours as PICUS. That shall include a VFR cross-country flight of at least 540 km (300 NM) in the course of which full-stop landings at two different aerodromes shall be flown as PIC;

(2) the elements of the CPL(A) modular course as specified in Chapter E, point 10(a) and point 11, of Appendix 3;

(3) the CPL(A) skill test, in accordance with point FCL.320.

(b) When being issued with a CPL in accordance with point (a), applicants shall be subject to the following conditions:

(1) comply with the requirements of point FCL.405.A(c) in order to have the privileges of their IR(A) extended to single-pilot operations in aeroplanes;

(2) have the privileges of their type ratings restricted to exercise the privileges of a co-pilot only. That restriction shall be removed when applicants complete a proficiency check for the relevant type in accordance with Appendix 9 in the role of the PIC.’;

(22) in point FCL.405.A, point (b) is replaced by the following:

‘(b) Holders of an MPL shall, upon application:

(1) be issued with additional privileges of the holder of a PPL(A), provided that they comply with the requirements for the PPL(A) specified in Subpart C;

(2) have their MPL replaced by a CPL(A), provided that they comply with the requirements specified in point FCL.325.A.’;

(23) in point FCL.510.A(c), the following point (3) is added:

‘(3) Holders of a restricted type rating issued in accordance with point FCL.720.A(c) shall receive credits for their flight time completed while exercising the privileges of that type rating up to a maximum of 250 hours.’;

(24) point FCL.710 is amended as follows:

(a) point (a) is replaced by the following:

‘(a) Pilots shall complete differences training or familiarisation in order to extend their privileges to another variant of aircraft within a class or type rating, or, in the case of point FCL.710(d)(1) of this Annex, in order to maintain those privileges. In the case of variants within a class or type rating, the differences training or familiarisation shall include the relevant elements defined in the operational suitability data established in accordance with Annex I (Part 21) to Regulation (EU) No 748/2012, where applicable. When extending the privileges of an SEP aeroplane class rating to a variant with another type of engine referred to in Article 2, point (8c), of this Regulation, the differences training shall consist of dual flight instruction and theoretical knowledge instruction which shall include, with regard to that other type of engine and related aircraft systems, at least all of the following subjects:

- (1) Aircraft general knowledge;
- (2) Operational procedures;
- (3) Flight performance and planning.’;

(b) points (c) and (d) are replaced by the following:

‘(c) Notwithstanding the requirement in point (b), differences training for the following aircraft may be conducted by an appropriately qualified instructor unless otherwise provided in the operational suitability data established in accordance with Annex I (Part 21) to Regulation (EU) No 748/2012:

- (1) aeroplanes requiring a class rating:
  - (i) TMGs;
  - (ii) SEP aeroplanes;
  - (iii) MEP aeroplanes;
  - (iv) SET aeroplanes, except for complex or high-performance SET aeroplanes;

(2) single-engine helicopters with a maximum take-off mass not exceeding 3 175 kg.

(d) Pilots who, after having extended their privileges to another variant within a class or type rating in accordance with this point, have not flown that variant within the preceding 2 years shall, before exercising their privileges in that variant, complete any of the following in that variant:

- (1) further differences training in accordance with points (a) and (b) or, if applicable, (c);
- (2) a proficiency check;
- (3) in the case of a variant within the SEP class rating with a particular engine type referred to in Article 2, point (8c), refresher training in accordance with point FCL.740.A(b)(1)(ii)(C).’;

(c) the following point (da) is inserted:

‘(da) Point FCL.710(d) shall not apply in the case of variants within the TMG class rating and variants within the SEP class rating that have the same type of engine referred to in Article 2, point (8c), of this Regulation.’;

(25) point FCL.725 is amended as follows:

(a) point (a) is replaced by the following:

‘(a) Training course. An applicant for a class or type rating shall complete a training course at an ATO. An applicant for a non-high-performance SEP aeroplane class rating, a TMG class rating or a single-engine type rating for helicopters referred to in point DTO.GEN.110(a)(2)(c) of Annex VIII (Part-DTO) to this Regulation may complete the training course at a DTO. The type rating training course shall include the mandatory training elements for the relevant type as defined in the operational suitability data established in accordance with Annex I (Part 21) to Regulation (EU) No 748/2012.’;

(b) point (d) is replaced by the following:

‘(d) Single- and multi-pilot operations in single-pilot aircraft – type ratings

- (1) The privileges of holders of a type rating for a single-pilot aircraft include the privileges to fly the aircraft in single-pilot operations and multi-pilot operations. However, such holders shall exercise those privileges for a particular form of operation only if they comply with all of the following:
- (i) they have successfully completed flight training for the relevant form of operation in the relevant aircraft type in accordance with Appendix 9 to this Annex, unless specified otherwise in the operational suitability data established in accordance with Annex I (Part 21) to Regulation (EU) No 748/2012. That flight training for a particular form of operation shall either be included in the initial type rating training course at an ATO or, following the initial issuance of the type rating, be completed in the form of additional training at either of the following:
    - (A) an ATO;
    - (B) an organisation that is subject to Annex III (Part-ORO) to Regulation (EU) No 965/2012 and that is entitled to provide such training on the basis of either an approval or a declaration;
  - (ii) they have completed a skill test or a proficiency check:
    - (A) for single-pilot operations in one of the following ways:
      - (1) in single-pilot operations;
      - (2) in multi-pilot operations with additional elements for single-pilot operations as specified in Appendix 9;
    - (B) for multi-pilot operations, in multi-pilot operations.
  - (iii) additionally, in the case of multi-pilot operations in single-pilot aircraft:
    - (A) they meet the requirements that are specified in:
      - (1) point FCL.720.A(b)(4) or point FCL.720.H(a)(2), as applicable;
      - (2) point FCL.720.A(b)(5), for single-pilot aeroplanes, before starting flight training for multi-pilot operations in accordance with point FCL.725(d)(1)(i);
    - (B) they exercise their privileges only at an organisation that is subject to Annex III (Part-ORO) to Regulation (EU) No 965/2012.
- (2) When applicants for the initial issue of a type rating for a single-pilot aircraft complete the flight training and the skill test in multi-pilot operations only, the type rating shall be issued with a restriction to multi-pilot operations. That restriction shall be removed when applicants complete, in accordance with Appendix 9, additional training and a proficiency check that include the necessary elements for single-pilot operations.

In all other cases, the form of operation shall not be entered onto the licence.;

- (c) the following points (da) and (db) are inserted:

‘(da) Single- and multi-pilot operations – aeroplane class ratings

The privileges of holders of a class rating for a single-pilot aeroplane include the privileges to fly the aeroplane in multi-pilot operations, provided that such holders:

- (1) comply with the requirements set out in:
  - (i) point FCL.720.A(b)(4);
  - (ii) point FCL.720.A(b)(5), before starting flight training for multi-pilot operations in accordance with point FCL.725(da)(2);
- (2) have completed flight training and passed a proficiency check for multi-pilot operations in the relevant aeroplane class in accordance with Section B, point 5(g), of Appendix 9 at an organisation that is specified in point FCL.725(d)(1)(i); and

- (3) exercise their privileges only at an organisation that is subject to Annex III (Part-ORO) to Regulation (EU) No 965/2012.

Additional privileges for multi-pilot operations in a single-pilot aeroplane class shall not be entered onto the licence.

- (db) If a skill test or proficiency check for a single-pilot aircraft class or type rating is conducted in either of the following, the form or forms of operation in which that skill test or a proficiency check is conducted shall be entered in the logbook of the applicants and signed by the examiner:

- (1) multi-pilot operations;
- (2) single-pilot and multi-pilot operations.;

- (26) in point FCL.740(b)(1), points (ii) and (iii) are replaced by the following:

- '(ii) at a DTO or at an ATO, if the expired rating concerned a non-high-performance SEP aeroplane class rating, a TMG class rating or a single-engine type rating for helicopters referred to in point DTO.GEN.110(a)(2)(c) of Annex VIII;
- (iii) at a DTO, at an ATO or with an instructor, if the rating expired no more than 3 years ago and the rating concerned a non-high-performance SEP aeroplane class rating or a TMG class rating.;

- (27) point FCL.720.A is amended as follows:

- (a) in point (a), the two paragraphs between the heading '(a) Single-pilot aeroplanes' and the heading '(1) Single-pilot multi-engine aeroplanes' are deleted;

- (b) in point (b)(5), point (i) is replaced by the following:

- '(i) they completed, within the preceding 3 years, the training and checking in accordance with points ORO.FC.220 or ORO.FC.230 of Annex III (Part-ORO) to Regulation (EU) No 965/2012.;

- (c) point (c) is replaced by the following:

- '(c) Notwithstanding point FCL.720.A(b), applicants who comply with Section B, point 6(i), of Appendix 9 shall be issued with a type rating with restricted privileges for a multi-pilot aeroplane that allows holders of such a rating to act as cruise relief co-pilots above Flight Level 200, provided that two other members of the crew have a type rating in accordance with point FCL.720.A(b).

To remove the restriction, applicants shall comply with all of the following:

- (1) undergo an assessment at an ATO which shall determine their training needs to have the restriction removed;
- (2) based on the assessment specified in point (1), complete, at that ATO, training which shall allow them to reach the level of proficiency to safely operate the aircraft;
- (3) after the completion of the training specified in point (2), complete a skill test in accordance with Appendix 9;
- (4) after the completion of the skill test specified in point (3), meet one of the following conditions:
  - (i) comply with point ORO.FC.220(e) of Annex III (Part-ORO) to Regulation (EU) No 965/2012, provided that they meet the experience requirements specified in point FCL.730.A of this Annex;
  - (ii) complete flight training in the aircraft which includes manoeuvres on take-off, landing and go-around.;

- (28) in point FCL.725.A, point (c) is replaced by the following:

- '(c) for single-pilot non-high-performance complex aeroplanes, single-pilot high-performance complex aeroplanes and multi-pilot aeroplanes, the training courses shall include UPRT theoretical knowledge and flight instruction related to the specificities of the relevant class or type. For the flight instruction, FSTDs may be used in accordance with Section A, point 18 of Appendix 9.;

- (29) in point FCL.730.A(a), points (1) and (2) are replaced by the following:

- '(1) if an FFS qualified to level CG, C or interim C is used during the course:

- (i) in the case of cruise relief co-pilots, 1 500 hours of flight time;
  - (ii) in all other cases, 1 500 hours of flight time or 250 route sectors;
- (2) if an FFS qualified to level DG or D is used during the course:
- (i) in the case of cruise relief co-pilots, 750 hours of flight time;
  - (ii) in all other cases, 500 hours of flight time or 100 route sectors.;
- (30) point FCL.740.A(b) is amended as follows:
- (a) point (1) is amended as follows:
- (i) the introductory phrase is replaced by the following:  
  
‘SEP aeroplane class ratings and TMG class ratings. For the revalidation of SEP aeroplane class ratings or TMG class ratings, applicants shall.’;
  - (ii) point (ii) is replaced by the following:
    - (ii) within the 12 months preceding the expiry date of the rating, complete 12 hours of flight time in the relevant class, including the following:
      - (A) 6 hours as PIC;
      - (B) 12 take-offs and 12 landings;
      - (C) refresher training of at least 1 hour of total flight time with and to the satisfaction of a flight instructor (FI) or a class rating instructor (CRI) who shall select those flight exercises that allow the applicant to refresh their competence in safely operating the aircraft and applying normal, abnormal and emergency procedures. Applicants shall be exempted from this refresher training if they have passed any of the following, in any class or type of aeroplane:
        - (1) a class or type rating proficiency check;
        - (2) a skill test;
        - (3) an EBT practical assessment;
        - (4) an assessment of competence.’;
- (b) point (2) is replaced by the following:  
  
‘(2) When applicants hold both an SEP aeroplane-land class rating and a TMG class rating, they may complete the requirements of point (1) in either class or a combination of those classes, and achieve revalidation of both ratings.’;
- (c) point (4) is replaced by the following:  
  
‘(4) When applicants hold both an SEP aeroplane-land class rating and an SEP aeroplane-sea class rating, they may complete the requirements of point (1)(ii) in either class or a combination of those classes, and achieve the fulfilment of those requirements for both ratings. At least 1 hour of the required PIC time and 6 of the required 12 take-offs and 12 landings shall be completed in each class.’;
- (31) in point FCL.745.A(a), point (3) is replaced by the following:  
  
‘(3) 3 hours of dual flight instruction with a flight instructor for aeroplanes FI(A) qualified in accordance with point FCL.915(e) and consisting of advanced UPRT in an aeroplane qualified for the training task. Flight time that does not include advanced UPRT but serves to go to or return from the UPRT training area shall not count towards those 3 hours.’;
- (32) point FCL.740.H is replaced by the following:

**‘FCL.740.H Revalidation of type ratings – helicopters**

- (a) Revalidation. For the revalidation of type ratings for helicopters, applicants shall comply with one of the following, as applicable:
- (1) they shall take the following steps:
    - (i) within the validity period of the type rating, complete at least 2 hours as pilot in the relevant helicopter type;

- (ii) within the 3 months immediately preceding the expiry date of the type rating, pass a proficiency check:
  - (A) which is conducted in accordance with Appendix 9 in the relevant type of helicopter or an FSTD representing that type;
  - (B) the duration of which may be counted towards the flight time specified in point (i);
- (2) for type ratings for single-engine helicopters up to a maximum take-off mass of 3 175 kg, they shall meet one of the following conditions:
  - (i) comply with point (a)(1);
  - (ii) complete, in the relevant type of helicopter, both of the following:
    - (A) within the validity period of the type rating, at least 6 hours as PIC;
    - (B) within the 3 months immediately preceding the expiry date of the rating, a refresher training of at least 1 hour of total flight time with and to the satisfaction of an instructor who shall select those flight exercises that allow the applicant to refresh their competence in safely operating the aircraft and applying normal, abnormal and emergency procedures. Applicants may choose to complete the refresher training in the aircraft or an FSTD representing the relevant type, or in a combination of both.
- (b) When applicants hold more than one type rating for SEP helicopters, they may achieve revalidation of all the relevant type ratings by passing the proficiency check in accordance with point (a)(1)(ii) or completing the refresher training in accordance with point (a)(2)(ii)(B) in only one of the relevant types held, provided that they have completed either of the following flight times as PIC in each of the other relevant types during the validity period:
  - (1) if they completed a proficiency check in accordance with point (a)(1)(ii), at least 2 hours;
  - (2) if they completed a refresher training in accordance with point (a)(2)(ii)(B), at least 6 hours.

The proficiency check or the refresher training, as applicable, shall be performed each time on a different type. The new validity period of all type ratings revalidated in accordance with this point shall commence together with the validity period of the type rating for which the proficiency check or the refresher training is performed.
- (c) When applicants hold more than one type rating for SET helicopters with a maximum certified take-off mass up to 3 175 kg, they may achieve revalidation of all the relevant type ratings by passing the proficiency check in accordance with point (a)(1)(ii) or completing the refresher training in accordance with point (a)(2)(ii)(B) in only one of the relevant types held, provided that they have completed all of the following:
  - (1) 300 hours as PIC on helicopters;
  - (2) 15 hours on each of the types held;
  - (3) either of the following flight times as PIC in each of the other relevant types during the validity period:
    - (i) if they completed a proficiency check in accordance with point (a)(1)(ii), at least 2 hours;
    - (ii) if they completed a refresher training in accordance with point (a)(2)(ii)(B), at least 6 hours.

The proficiency check shall be performed each time on a different type. The new validity period of all type ratings revalidated in accordance with this point shall commence together with the validity period of the type rating for which the proficiency check or the refresher training is completed.
- (d) Applicants who successfully complete a skill test for the issue of an additional type rating or a proficiency check for the renewal of a type rating shall achieve revalidation for the relevant type ratings already held in the common groups, as specified in points (b) and (c).

The new validity period of all type ratings revalidated in accordance with this point shall commence together with the validity period of the type rating for which the skill test or proficiency check is completed.

- (e) The revalidation of an IR(H), if held, may be combined with a proficiency check for a type rating.
  - (f) Applicants who fail to achieve a pass in all sections of a proficiency check before the expiry date of a type rating shall not exercise the privileges of that rating until a pass in the proficiency check has been achieved. In the case of points (b) and (c), applicants shall not exercise their privileges in any of the types.;
- (33) in point FCL.810(a), point (3) is replaced by the following:
- '(3) When applicants hold both an SEP aeroplane-land and a TMG class rating, they may meet the requirements in point (1) in either class or in both classes.;
- (34) point FCL.815 is amended as follows:
- (a) point (d) is replaced by the following:
    - '(d) In order to exercise the privileges of the mountain rating, the holder of the rating shall, during the last 2 years, have complied with either of the following conditions:
      - (1) completed at least six landings on a surface designated to require a mountain rating;
      - (2) passed a proficiency check that complies with the requirements in point (c). The completion of the proficiency check shall be entered in the logbook of the pilot and signed by the responsible examiner.;
  - (b) points (e) and (f) are deleted.
- (35) point FCL.820(b) is amended as follows:
- (a) the introductory phrase is replaced by the following:

'The obligation to hold a flight test rating established in point (a) shall only apply to flight tests conducted on:';
  - (b) in point (2), point (ii) is replaced by the following:
    - '(ii) the standards of CS-23 or equivalent airworthiness codes, except for aeroplanes with a maximum take-off mass of 2 000 kg or less.;
- (36) in point FCL.835(a), point (1) is replaced by the following:
- '(1) The privileges of a BIR holder are to conduct flights under IFR on single-pilot aeroplanes for which class ratings are held, with the exception of the following:
    - (i) high-performance aeroplanes;
    - (ii) aeroplane variants if operational suitability data has determined that an IR is required.;
- (37) point FCL.915(b) is amended as follows:
- (a) the heading is replaced by the following:

'Additional requirements for instructors that provide flight instruction in aircraft.;
  - (b) in point (3), point (ii) is replaced by the following:
    - '(ii) passed an assessment of competence for the relevant category of instructor on that class or type of aircraft.;
  - (c) point (4) is replaced by the following:

'(4) be entitled to act as PIC in the aircraft during such flight instruction; and';
  - (d) the following point (5) is added:
    - '(5) when providing flight instruction in a variant of the SEP aeroplane class with a particular type of engine referred to in Article 2, point (8c), of this Regulation, have complied with one of the following conditions:



- (i) completed at least 5 hours of flight time as pilots in that variant;
- (ii) passed an assessment of competence for the relevant category of instructor in that variant.;

(38) in point FCL.930, point (a) is replaced by the following:

‘(a) An applicant for an instructor certificate shall have completed a course of theoretical knowledge and flight instruction at an ATO.’;

(39) point FCL.945 is replaced by the following:

**‘FCL.945 Obligations for instructors**

Upon completion of the training flight for the revalidation of an SEP aeroplane or TMG class rating in accordance with point FCL.740.A(b)(1)(ii)(C) or for the revalidation of a single-engine helicopter type rating in accordance with point FCL.740.H(a)(2)(ii)(B), and only in the event of fulfilment of all the other revalidation criteria required by point FCL.740.A(b)(1)(ii) or point FCL.740.H(a)(2)(ii), as applicable, the instructor shall endorse the applicant’s licence with the new expiry date of the rating, if specifically authorised for that purpose by the competent authority responsible for the applicant’s licence.’;

(40) point FCL.915.FI(b) is amended as follows:

(a) point (2) is amended as follows:

(i) the introductory phrase is replaced by the following:

‘hold at least a PPL(A), or hold an MPL with additional PPL privileges in accordance with point FCL.405.A(b)(1), and have complied with the following conditions.’;

(ii) point (i) is replaced by the following:

‘(i) except for an FI(A) providing training for the LAPL(A) only, passed the CPL theoretical knowledge examination, which may be taken without completing a CPL theoretical knowledge training course and which in that case shall not be valid for any of the following:

(A) the issue of a CPL;

(B) receiving credits for CPL theoretical knowledge in accordance with point FCL.035 and Appendix 1.’;

(b) point (3) is replaced by the following:

‘(3) have completed at least 30 hours in the class or type of aeroplane used for the FI(A) training course, of which at least 5 hours shall have been completed during the 6 months preceding the pre-entry flight assessment set out in point FCL.930.FI(a).’;

(41) in point FCL.930.FI, point (a) is replaced by the following:

‘(a) Applicants for the FI certificate shall, at an ATO, have passed a specific pre-entry flight assessment with an FI qualified in accordance with point FCL.905.FI(j) within the 6 months preceding the start of the course, to assess their ability to undertake the course. That pre-entry flight assessment shall be based on the proficiency check for the class and type ratings as set out in Appendix 9.’;

(42) point FCL.940.FI is amended as follows:

(a) in point (a)(1), point (ii) is replaced by the following:

‘(ii) they have completed instructor refresher training as an FI at an ATO or at the competent authority.’;

(b) point (b) is replaced by the following:

‘(b) *Renewal*

If the FI certificate has expired, applicants shall, within a period of 12 months before the application date for the renewal, complete instructor refresher training as an FI at an ATO or at a competent authority and complete an assessment of competence in accordance with point FCL.935.’;

- (43) in point FCL.905.TRI(a)(2), point (ii) is replaced by the following:
- '(ii) has conducted the flight instruction syllabus of the relevant part of the TRI training course in accordance with point FCL.930.TRI(ab)(3) to the satisfaction of the head of training of an ATO;'
- (44) point FCL.910.TRI is amended as follows:
- (a) in point (a), points (1) and (2) are replaced by the following:
    - '(1) LIFUS, provided that the TRI training course has included the relevant training specified in point FCL.930.TRI(ab)(4)
    - (2) landing training, provided that the TRI training course has included the relevant training specified in point FCL.930.TRI(ab)(4); or'
  - (b) in point (b), the paragraph following point (3) is replaced by the following:

'The privileges of TRIs shall be extended to further variants, provided that they comply with point FCL.710 in those other variants and, where applicable, the elements set out in the operational suitability data established in accordance with Annex I (Part 21) to Regulation (EU) No 748/2012 for those variants.'
  - (c) in point (c)(1), the paragraph following point (iii) is replaced by the following:

'The privileges of TRIs shall be extended to further variants, provided that they comply with point FCL.710 in those other variants and, where applicable, the elements set out in the operational suitability data established in accordance with Annex I (Part 21) to Regulation (EU) No 748/2012 for those variants.'
- (45) point FCL.930.TRI is amended as follows:
- (a) point (a) is replaced by the following:
    - '(a) The TRI training course shall be conducted:
      - (1) in the case of MPA, in an FFS or a combination of FSTD(s) and FFS;
      - (2) in the case of type ratings for SPA and helicopters, in either of the following:
        - (i) an available and accessible FFS, or in a combination of such FFS and FSTD(s);
        - (ii) a combination of FSTD(s) and the aircraft if an FFS is not available or accessible;
        - (iii) the aircraft if no FSTD is available or accessible.'
  - (b) the following points (aa) and (ab) are inserted:
    - '(aa) By way of derogation from point (a), the TRI training course:
      - (1) for non-complex helicopters may be conducted in a combination of FSTD(s) and the aircraft even if an FFS is available and accessible;
      - (2) for aircraft referred to in Section A, point 1e, of Appendix 9 may be conducted in accordance with points FCL.930.TRI(a)(2)(i), (ii) or (iii), irrespective of the availability and accessibility of FFS or FSTD.
    - (ab) The TRI training course shall include:
      - (1) 25 hours of teaching and learning;
      - (2) 10 hours of technical training, including revision of technical knowledge, the preparation of lesson plans and the development of classroom or simulator instructional skills;
      - (3) 5 hours of flight instruction on the appropriate aircraft or an FSTD representing that aircraft for single-pilot aircraft and 10 hours for multi-pilot aircraft or an FSTD representing that aircraft;
      - (4) if privileges for conducting LIFUS or take-off and landing training are sought, the following training, as applicable:

- (i) in an FSTD and related to the relevant privileges, additional specific training which, in the case of privileges for conducting take-off and landing training, shall include training for emergency procedures related to the aircraft;
  - (ii) consolidation of the specific training in accordance with point (4)(i), where the applicant shall, in the aircraft, provide LIFUS or take-off and landing training, as applicable, under the supervision of a TRI that is nominated for that purpose by the ATO.;
- (46) in point FCL.905.CRI(a), point (2) is replaced by the following:
- ‘(2) a towing or aerobatic rating for the aeroplane category, provided that the CRI holds the relevant rating and has demonstrated the ability to instruct for that rating to an FI qualified in accordance with point FCL.905.FI(j).’;
- (47) in point FCL.905.IRI(b), point (3) is replaced by the following:
- ‘(3) In the case of IRI already qualified to instruct on ATP(A) or CPL(A)/IR integrated courses, the requirement of point FCL.905.IRI(b)(2) may be replaced by the completion of the course provided for in point FCL.905.FI(k)(3).’;
- (48) in point FCL.930.IRI, point (b) is replaced by the following:
- ‘(b) Flight instruction shall be given by an FI qualified in accordance with point FCL.905.FI(j).’;
- (49) in point FCL.910.SFI, second paragraph, the introductory phrase is replaced by the following:
- ‘Unless otherwise specified in the operational suitability data established in accordance with Annex I (Part 21) to Regulation (EU) No 748/2012, to extend the privileges of SFIs to other FSTDs representing further types of the same category of aircraft, SFIs shall have:’;
- (50) in point FCL.930.SFI, point (b) is replaced by the following:
- ‘(b) An applicant for an SFI certificate who:
- (1) holds a TRI certificate for the relevant type shall be fully credited towards the requirements of point (a);
  - (2) holds or has held an instructor certificate shall be fully credited towards the requirement of point (a)(3).’;
- (51) Appendix 1 is amended as follows:
- (a) points 1.3 and 1.4 are replaced by the following:
- ‘1.3. For the issue of a PPL, the holder of an LAPL in the same category of aircraft shall be fully credited towards the requirements of theoretical knowledge instruction and examination. That credit shall also apply to applicants for a PPL who have already successfully completed the theoretical knowledge examination for the LAPL in the same aircraft category, as long as it is within the validity period specified in point FCL.025(c).
- 1.4. By way of derogation from point 1.2, for the issue of an LAPL(A), the holder of an SPL issued in accordance with Annex III (Part-SFCL) to Implementing Regulation (EU) 2018/1976 with privileges to fly TMGs shall demonstrate an adequate level of theoretical knowledge for the SEP aeroplane-land class in accordance with point FCL.135.A(a)(2).’;
- (b) point 2.2 is replaced by the following:
- ‘2.2. Applicants shall pass theoretical knowledge examinations as set out in this Annex (Part-FCL) for the following subjects in the appropriate aircraft category:
- 021 — Aircraft general knowledge: airframe and systems, electrics, power plant and emergency equipment;
  - 022 — Aircraft general knowledge: instrumentation;
  - 032/034 — Performance aeroplanes or helicopters, as applicable;

070 — Operational procedures;

081/082 — Principles of flight for aeroplanes or helicopters, as applicable.;

(c) point 2.4 is replaced by the following:

‘2.4. Applicants for a CPL that have passed the relevant theoretical knowledge examinations for an IR in the same category of aircraft are credited towards the theoretical knowledge requirements in the communications subject.’;

(d) point 3.2 is replaced by the following:

‘3.2. Applicants shall pass theoretical knowledge examinations as defined in this Annex (Part-FCL) for the following subjects in the appropriate aircraft category:

021 — Aircraft general knowledge: airframe and systems, electrics, power plant and emergency equipment;

022 — Aircraft general knowledge: instrumentation;

032/034 — Performance aeroplanes or helicopters, as applicable;

070 — Operational procedures;

081/082 — Principles of flight for aeroplanes or helicopters, as applicable.’;

(52) in Appendix 4, Section B, point 5 is amended as follows:

(a) the first paragraph is replaced by the following:

‘Items in Section 2(c) and (e)(iv), Section 3(g), and the whole of Sections 5 and 6 may be performed in an FNPT II or an FFS. The examiner may decide not to perform items in Section 6(d).’;

(b) the table is amended as follows:

(i) Section 3 is amended as follows:

— row (g) is replaced by the following:

‘g	Tracking, positioning (NDB, VOR, or track between waypoints), identification of facilities (instrument flight).’;
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— the following row (h) is added:

‘h	Implementation of diversion plan to alternate aerodrome (visual flight).’;
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(ii) in Section 6, row (d) is replaced by the following:

‘d	Engine shut-down and restart (if selected by the examiner).’;
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(53) Appendix 8 is amended as follows:

- (a) the title is replaced by the following:

*‘Appendix 8*

**Cross-crediting of the IR part of a class or type rating proficiency check or EBT practical assessment’;**

- (b) in Section A, the table, the first and second rows are replaced by the following:

‘If a skill test, proficiency check or EBT practical assessment including IR is performed, and holders have a valid:	Credit is valid towards the IR part in proficiency check for:
MPA type rating; single-pilot high-performance complex aeroplane type rating	SE class rating (*), and SE type rating (*), and SP ME class or type rating except for high-performance complex type ratings, only credits for Section 3B of the proficiency check in point B.5 of Appendix 9 (*);

- (54) Appendix 9 is amended as follows:

- (a) the title is replaced by the following:

*‘Appendix 9*

**Training, skill test and proficiency check for the MPL, and the ATPL, and for type and class ratings, and proficiency checks for the BIR and the IR’;**

- (b) Section A is amended as follows:

- (1) point 1 is replaced by the following:

‘1. Applicants for a skill test shall have received instruction in the same class or type of aircraft to be used in the test.’;

- (2) the following points 1a to 1f are inserted:

‘1a. Training in FFS in accordance with points 1b and 1c of this Section shall be complemented with take-off and landing training in a single-pilot aircraft operated in single-pilot or multi-pilot operations, or in a multi-pilot aircraft, as applicable, in accordance with point 17 of this Section, unless the training is completed in accordance with point FCL.730.A or constitutes training for cruise relief co-pilots in accordance with Section B, point 6(i), of this Appendix.

1b. The training for MPA and PL type ratings shall be conducted in an FFS or in a combination of FSTD(s) and FFS. The skill test or proficiency check for MPA and PL type ratings and the issue of an ATPL and an MPL, shall be conducted in an FFS, if available.

1c. The training, skill test or proficiency check for class or type ratings for SPA and helicopters shall be conducted in either of the following:

- (a) an available and accessible FFS, or in a combination of such FFS and FSTD(s);
- (b) a combination of FSTD(s) and the aircraft if an FFS is not available or accessible;
- (c) the aircraft if no FSTD is available or accessible.

1d. By way of derogation from point 1c, the training, skill test or proficiency check for class or type ratings for non-complex SPA and for non-complex helicopters may be conducted in a combination of FSTD(s) and the aircraft even if an FFS is available and accessible.

1e. By way of derogation from point 1c, the training, skill test or proficiency check for any of the following may be conducted in accordance with points 1c(a), (b) or (c), irrespective of the availability and accessibility of FFS or FSTD:

- (a) non-complex non-high-performance single-pilot aeroplanes;
  - (b) TMGs;
  - (c) non-complex helicopters for which the maximum certified seat configuration does not exceed five seats.
- 1f. If FSTDs are used during training, testing or checking, the suitability of the FSTDs used shall be verified against the applicable 'Table of functions and subjective tests' and the applicable 'Table of FSTD validation tests' contained in the primary reference document applicable for the device used. All restrictions and limitations indicated on the device's qualification certificate shall be considered.;
- (3) the heading before point 13 is replaced by the following:
- 'SPECIFIC REQUIREMENTS FOR THE TRAINING, SKILL TEST AND PROFICIENCY CHECK FOR TYPE RATINGS FOR MULTI-PILOT AIRCRAFT, FOR SINGLE-PILOT AIRCRAFT WHEN OPERATED IN MULTI-PILOT OPERATIONS, FOR THE MPL AND FOR THE ATPL';
- (4) point 17 is amended as follows:
- (i) the first paragraph is replaced by the following:

'When their type rating course has included less than 2 hours of flight training in the aircraft, applicants shall, before or after the skill test, complete flight training in the aircraft.;
  - (ii) in the second paragraph, the introductory phrase is replaced by the following:

'Such approved flight training shall include take-off and landing manoeuvres and shall be performed by a qualified instructor under the responsibility of.;
- (c) Section B is amended as follows:
- (1) point 5 is amended as follows:
- (i) points (g), (h), (i) and (j) are replaced by the following:

'(g) To exercise the privileges of a class or type rating in multi-pilot operations in accordance with point FCL.725(d) or (da), pilots that are already entitled to operate the relevant class or type of aeroplane in single-pilot operations shall meet the following conditions:

    - (1) complete a bridge course containing manoeuvres and procedures including MCC as well as the exercises of Section 7 using threat and error management (TEM), CRM and human factors at an organisation that is specified in point FCL.725(d)(1)(i);
    - (2) pass a proficiency check in multi-pilot operations.
  - (h) To exercise the privileges of a type rating in single-pilot operations in accordance with point FCL.725(d), pilots that are already entitled to operate the relevant type of aeroplane in multi-pilot operations shall be trained at an organisation that is specified in point FCL.725(d)(1)(i) and checked for the following additional manoeuvres and procedures in single-pilot operations:
    - (i) for SE aeroplanes, 1.6, 4.5, 4.6, 5.2 and, if applicable, one approach from Section 3.B;
    - (ii) for ME aeroplanes, 1.6, Section 6 and, if applicable, one approach from Section 3.B.
  - (i) Pilots that are entitled to exercise the privileges of a class or type rating in both single-pilot and multi-pilot operations in accordance with points (g) and (h) may maintain privileges for both forms of operation by completing either of the following:
    - (i) two proficiency checks, one in single-pilot operations and one in multi-pilot operations;

- (ii) a proficiency check in multi-pilot operations in addition to the exercises referred to in points (h)(i) or (h)(ii), as applicable, in single-pilot operations.

Proficiency checks for the revalidation or renewal of class ratings shall always include the exercises referred to in points (h)(i) or (h)(ii), as applicable, in single-pilot operations.

- (j) To remove a restriction to multi-pilot operations from a single-pilot aeroplane type rating in accordance with point FCL.725(d)(2), pilots shall comply with point (h).;

- (ii) in point (l), the first and second paragraphs are replaced by the following:

To establish or maintain PBN privileges, one approach shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD.

By way of derogation from the first paragraph, in cases where a proficiency check for revalidation of PBN privileges is performed in an aircraft or an FSTD representing that aircraft, which are not equipped for RNP APCH manoeuvres, the proficiency check may not include RNP APCH exercises. In such cases, the PBN privileges of the pilot shall not include RNP APCH. The restriction shall be lifted if the pilot has completed a proficiency check including an RNP APCH exercise for the relevant class or type.;

- (2) point 6 is amended as follows:

- (i) point (h) is replaced by the following:

‘(h) To remove a restriction to multi-pilot operations in accordance with point FCL.725(d)(2) from a single-pilot high-performance complex aeroplane type rating, pilots shall complete the manoeuvres/procedures in 2.5, 3.8.3.4, 4.4, 5.5 and at least one manoeuvre/procedure from Section 3.4 in single-pilot operation.’;

- (ii) point (i) is replaced by the following:

‘(i) Applicants for and holders of a restricted type rating issued in accordance with point FCL.720.A(c) shall complete training, skill tests and proficiency checks in accordance with this Appendix. However, unless they undergo a skill test in accordance with point FCL.720.A(c)(3), they shall, during a skill test or a proficiency check, perform at least the landing manoeuvres in the role of the pilot monitoring but shall not be required to perform the following:

- (i) take-off manoeuvres;
- (ii) landing manoeuvres in the role of the pilot flying.’;

- (iii) in point (j), the first and second paragraphs are replaced by the following:

To establish or maintain PBN privileges, one approach shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD.

By way of derogation from the first paragraph, in cases where a proficiency check for revalidation of PBN privileges is performed in an aircraft or an FSTD representing that aircraft, which are not equipped for RNP APCH manoeuvres, the proficiency check may not include RNP APCH exercises. In such cases, the PBN privileges of the pilot shall not include RNP APCH. The restriction shall be lifted if the pilot has completed a proficiency check including an RNP APCH exercise for the relevant class or type.;

- (d) Section C is amended as follows:

- (1) the table following point 12 is amended as follows:

(i) the row for exercise 2.6.1 is replaced by the following:

2.6.1	<p>For single-engine helicopters (SEH):</p> <ul style="list-style-type: none"> <li>— autorotative landing; or</li> <li>— power recovery, provided that applicants, in the preceding year, completed training that included an autorotative landing and that training was entered and signed in the applicants' logbook by the instructor.</li> </ul> <p>For multi-engine helicopters (MEH): power recovery.</p>	P	—>		M;
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(ii) the rows for exercises 5.4.1 and 5.4.2 are replaced by the following:

5.4.1	<p>Manually, without flight director. Note: According to the AFM, RNP APCH procedures may require the use of autopilot or flight director. The procedure to be flown manually shall be chosen taken into account such limitations (for example, choose an ILS for 5.4.1 in the case of such AFM limitation).</p>	P*	—>*		M*  (unless Exercise 5.4.2 is completed)
5.4.2	Manually, with flight director	P*	—>*		M*  (unless Exercise 5.4.1 is completed);

(2) point 13 is replaced by the following:

'13. To exercise the privileges of the type rating in accordance with point FCL.725(d), applicants for the issue, revalidation or renewal of a single-pilot helicopter type rating shall:

- (a) for single-pilot operations, complete the skill test or proficiency check in single-pilot operations;
- (b) in multi-pilot operations, complete the skill test or proficiency check in multi-pilot operations;
- (c) for both single-pilot and multi-pilot operations, complete the skill test or proficiency check in multi-pilot operations and, additionally, the following manoeuvres and procedures in single-pilot operations:
  - (1) for single-engine helicopters: 2.1 take-off and 2.6 and 2.6.1 autorotative descent and autorotative landing;



- (2) for multi-engine helicopters: 2.1 take-off and 2.4 and 2.4.1 engine failures shortly before and shortly after reaching TDP;
  - (3) for IR privileges, in addition to point (1) or (2), as applicable, one approach of Section 5, unless the criteria of Appendix 8 are met;
  - (d) in order to remove a restriction to multi-pilot operations from a single-pilot helicopter type rating in accordance with point FCL.725(d)(2), complete a proficiency check that includes the manoeuvres and procedures referred to in points (c)(1) or (c)(2), as applicable.
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## ANNEX II

**Amendments to Annex IV (Part-MED) to Regulation (EU) No 1178/2011**

Annex IV is amended as follows:

(1) in point MED.A.010, the following definition is inserted after the definition of ‘colour safe’:

‘— “helicopter emergency medical services (HEMS) operation” means a “HEMS flight” as defined in point 61 of Annex I to Regulation (EU) No 965/2012;’;

(2) in point MED.A.040(c), point (1) is replaced by the following:

‘(1) Class 1 and class 2 medical certificates shall be revalidated and renewed by an AeMC or an AME. Specifically, class 1 medical certificates for applicants who have reached the age of 60 and are involved in single-pilot HEMS operations shall be revalidated and renewed primarily by an AeMC or, at the discretion of the competent authority, by an experienced AME designated by the competent authority.’;

(3) in point MED.B.005, the following third paragraph is added:

‘In their examination AMEs shall give proper consideration to the degenerative effects of ageing on the body systems.’;

(4) point MED.B.010 is amended as follows:

(a) in point (a), points (3) and (4) are replaced by the following:

‘(3) For a class 1 medical certificate, an extended cardiovascular assessment shall be completed at the first revalidation or renewal examination after the age of 65 and every 4 years thereafter. For applicants involved in single-pilot HEMS operations, an extended cardiovascular assessment shall be completed at the first revalidation or renewal examination after the age of 60 and subject to a cardiovascular risk factor assessment thereafter.

(4) For a class 1 medical certificate, estimation of serum lipids, including cholesterol fractions, shall be required at the initial examination, and at the first examination after having reached the age of 40.’;

(b) in point (b), the following point (5) is added:

‘(5) A cardiovascular risk factor assessment shall form part of examinations for class 1 and class 2 medical certificates at the first examination after reaching the age of 40 and at regular intervals thereafter.’;

(5) point MED.B.015 is amended as follows:

(a) point (b) is replaced by the following:

‘(b) Applicants for a class 1 medical certificate shall undertake pulmonary functional tests at the initial examination and when clinically indicated.’;

(b) the following point (ba) is inserted:

‘(ba) For class 1 medical certificate holders involved in single-pilot HEMS operations, pulmonary functional tests and obstructive sleep apnoea (OSA) screening shall be completed at the first revalidation or renewal examination after the age of 60.’;

(c) point (c) is replaced by the following:

‘(c) Applicants for a class 2 medical certificate shall undertake pulmonary morphological and functional tests when clinically or epidemiologically indicated.’;

(6) in point MED.B.070(a)(1), the following point (iii) is added:

‘(iii) when holders are involved in single-pilot HEMS operations, a comprehensive eye examination shall be completed at the first revalidation or renewal examination after the age of 60 and every year thereafter.’;

(7) in point MED.B.075(b), point (1) is replaced by the following:

‘(1) Applicants shall be subjected to the Ishihara test for the initial issue of a medical certificate. For class 1 medical certificate holders involved in single-pilot HEMS operations, a colour vision assessment shall be completed at the first revalidation or renewal examination after the age of 60 and every year thereafter. Applicants who pass that test may be assessed as fit.’;

(8) point MED.B.080(a) is amended as follows:

(a) in point (1), point (i) is replaced by the following:

‘(i) For a class 1 medical certificate, and for a class 2 medical certificate when an instrument rating or a basic instrument rating is to be added to the licence, hearing shall be tested with pure-tone audiometry at the initial examination, then every 5 years until the licence holder reaches the age of 40, and then every 2 years until the licence holder reaches the age of 60 and every year thereafter.’;

(b) the following point (3) is added:

‘(3) For class 1 medical certificate holders involved in single-pilot HEMS operations, a comprehensive ear, nose and throat examination shall be completed at the first revalidation or renewal examination after the age of 60.’;

(9) in point MED.D.020, the following point (aa) is inserted:

‘(aa) For demonstrating compliance with points MED.D.010(b) and MED.D.015(c), an aviation medicine training course completed by an applicant outside the territories for which Member States are responsible under the Chicago Convention may be accepted by the competent authority, provided that the following conditions are met:

- (i) the competent authority has assessed and verified the course syllabus in accordance with point ARA.MED.200(c)(1) of Annex VI;
- (ii) the applicant has completed a specific training module on the aero-medical requirements detailed in this Annex (Part-MED) as provided by the competent authority.’.

## ANNEX III

**Amendments to Annex VI (Part-ARA) to Regulation (EU) No 1178/2011**

Annex VI is amended as follows:

- (1) in point ARA.GEN.305, point (d) is replaced by the following:  
'(d) For persons that hold a licence, certificate, rating, or attestation issued by the competent authority, the oversight programme shall include an appropriate volume of inspections and unannounced inspections.';
- (2) in point ARA.GEN.360, the following point (e) is added:  
'(e) When a competent authority receives an medical certificate holder's request for a change of competent authority, as specified in the requirements referred to in point (a), the procedure specified in points (a) to (d) shall apply.';
- (3) in point ARA.FCL.200, point (d) is replaced by the following:  
'(d) Endorsement of licence by instructors. Before specifically authorising certain instructors to revalidate an SEP aeroplane class rating, a TMG class rating or a type rating for a single-engine helicopter up to a MTOM of 3 175 kg, the competent authority shall develop appropriate procedures.';
- (4) in point ARA.FCL.300(b), point (3) is replaced by the following:  
'(3) The examination in communications may be provided separately from those in other subjects.';
- (5) point ARA.FSTD.120 is replaced by the following:

**'ARA.FSTD.120 Continuation of an FSTD qualification**

- (a) The competent authority shall continuously monitor the organisation operating the FSTD, as part of the oversight programme, to verify that the following conditions are met:
  - (1) the complete set of tests in the master QTG is rerun progressively over a 12-month period;
  - (2) the results of recurrent evaluations continue to comply with the qualification basis and are dated and retained;
  - (3) a configuration control system is in place to ensure the continued integrity of the hardware and software of the qualified FSTD.
- (b) The competent authority shall conduct recurrent evaluations of the FSTD in accordance with the procedures detailed in point ARA.FSTD.100. Those evaluations shall take place:
  - (1) every year, in the case of a full flight simulator (FFS), flight training device (FTD) or flight and navigation procedures trainer (FNPT). The start for each recurrent 12-month period is the end of the month of the initial qualification unless another date is agreed between the competent authority and the organisation operating the FSTD. Each FSTD recurrent evaluation shall take place within a period of 60 days before and 30 days after the start of each recurrent 12-month period;
  - (2) every 3 years, in the case of a BITD.
- (c) The competent authority may extend the recurrent evaluation period of an FSTD specified in point ARA.FSTD.120(b)(1) to a maximum of 36 months, provided that all of the following apply:
  - (1) during the preceding 36 months, the organisation operating that FSTD complies with the criteria specified in points ARA.GEN.305(c)(1) to (c)(4);
  - (2) the FSTD has been subject to an initial and at least one recurrent evaluation that have established its continuous compliance with the qualification basis;
  - (3) the competent authority performs an audit of the elements of the management system of the organisation, as specified in points ORA.GEN.200(a)(3) and (a)(6) of Annex VII, every 12 months;

(4) the organisation has developed procedures to conduct the tasks specified in point ORA.FSTD.225(b) of Annex VII.;

(6) point ARA.MED.120 is replaced by the following:

**‘ARA.MED.120 Medical assessors**

The competent authority shall appoint one or more medical assessor(s) to undertake the aero-medical tasks described in this Regulation. The medical assessor shall be licensed and qualified in medicine and have the following:

- (a) postgraduate work experience in clinical medicine;
- (b) specific knowledge and experience in aviation medicine and aero-medical practice;
- (c) specific training in aero-medical certification.;

(7) point ARA.MED.125 is replaced by the following:

**‘ARA.MED.125 Referral to the licensing authority**

When an AeMC or aero-medical examiner (AME) has referred the decision on the fitness of an applicant to the medical assessor of the licensing authority, the following steps shall be taken:

- (a) the medical assessor or medical staff designated by the medical assessor shall evaluate the relevant medical documentation and request further medical documentation, examinations and tests where necessary;
- (b) the medical assessor shall determine the applicant’s fitness for the issuance of a medical certificate with one or more limitation(s) if necessary;
- (c) the medical assessor shall inform the AeMC or AME of the decision;
- (d) in case the applicant is assessed as fit, the medical assessor shall issue, if appropriate, the medical certificate or delegate the issuance to the AeMC or AME that referred the respective applicant.;

(8) the following points ARA.MED.126 and ARA.MED.128 are inserted:

**‘ARA.MED.126 Limitation, suspension or revocation of medical certificates**

- (a) The licensing authority shall establish a procedure to limit, suspend or revoke a medical certificate.
- (b) The licensing authority shall limit, suspend or revoke a medical certificate if there is evidence that:
  - (1) a medical certificate is falsified or obtained by a false declaration or false evidence;
  - (2) a medical certificate is used in violation of the provisions of point MED.A.020 of Annex IV;
  - (3) the holder of a medical certificate is no longer compliant with Annex IV (Part-MED);
- (c) The licensing authority may also suspend or revoke a medical certificate upon the written request of the holder of a medical certificate.
- (d) In case of limitation, suspension or revocation of a medical certificate, the licensing authority shall inform the issuing AME or AeMC about the reason for limitation, suspension or revocation.
- (e) In case of suspension or revocation of a medical certificate, the licensing authority shall ensure that the provisions of point MED.A.046 of Annex IV (Part-MED) are complied with.
- (f) The licensing authority shall establish a procedure for reinstating a medical certificate.

**ARA.MED.128 Consultation procedure**

The competent authority shall establish a consultation procedure for the AeMCs and AMEs in accordance with Annex IV (Part-MED).;

- (9) point ARA.MED.130 is amended as follows:
- (a) point (a) is amended as follows:
- (1) point (2) is deleted;
- (2) point (3) is replaced by the following:
- ‘(3) Medical certificate number commencing with the UN country code of the State where the pilot licence has been issued or applied for and followed by a code of numbers and/or letters in Arabic numerals and Latin script (III)’;
- (3) point (6) is replaced by the following:
- ‘(6) Date of birth of holder: (dd/mm/yyyy) (IVa)’;
- (4) point (9) is replaced by the following:
- ‘(9) Expiry date of the medical certificate (IX) for:
- (i) Class 1,
- (ii) Class 1 single-pilot commercial operations carrying passengers,
- (iii) Class 2,
- (iv) LAPL’;
- (5) point (11) is replaced by the following:
- ‘(11) Date of last and next electrocardiogram’;
- (6) point (12) is replaced by the following:
- ‘(12) Date of last and next audiogram’;
- (7) the following point (12a) is inserted:
- ‘(12a) Date of last and next ophthalmological examination’;
- (8) point (15) is added with the following content:
- ‘(15) Other information’;
- (b) points (b) and (c) are replaced by the following:
- ‘(b) The paper or other material used shall prevent or readily show any alterations or erasures. Any entries or deletions to the form shall be clearly authorised by the licensing authority.
- (c) Language: Medical certificates shall be written in the national language(s) and in English and such other languages as the competent authority deems appropriate.’;
- (10) points ARA.MED.135, ARA.MED.145 and ARA.MED.150 are replaced by the following:

**‘ARA.MED.135 Aero-medical forms**

The competent authority shall provide the AMEs with the format for the following documents:

- (a) the application form for a medical certificate;
- (b) the examination report form for class 1 and class 2 applicants;
- (c) the examination report form for light aircraft pilot licence (LAPL) applicants.

**ARA.MED.145 GMP notification to the competent authority**

The competent authority, when applicable, shall establish a notification process for general medical practitioners (GMPs) to ensure that the GMP is aware of the applicable requirements laid down in this Regulation.

**ARA.MED.150 Record-keeping**

- (a) In addition to the records required in point ARA.GEN.220, the competent authority shall include in its system of record-keeping, details of aero-medical examinations, and assessments submitted by AMEs, AeMCs or GMPs.
- (b) All aero-medical records of applicants/licence holders shall be kept for a minimum period of 10 years after the expiry date of their last medical certificate.

- (c) For the purpose of aero-medical assessments and standardisation, aero-medical records shall be made available after written consent of the applicant/licence holder to the following entities:
  - (1) an AeMC, AME or GMP for the purpose of completion of an aero-medical assessment;
  - (2) a medical review board that may be established by the competent authority for secondary review of borderline cases;
  - (3) relevant medical specialists for the purpose of completion of an aero-medical assessment;
  - (4) the medical assessor of the competent authority of another Member State for the purpose of cooperative oversight;
  - (5) the applicant/licence holder concerned upon their written request;
  - (6) the Agency for standardisation purposes, in a manner that ensures that medical confidentiality is respected at all times.
- (d) The competent authority may make aero-medical records available for other purposes than those mentioned in point (c) in accordance with Regulation (EU) 2016/679.
- (e) The competent authority shall maintain a list of:
  - (1) AeMCs and AMEs that it has certified;
  - (2) AMEs certified by other competent authorities exercising their privileges in its territory and to whom it has provided a briefing in accordance with point MED.D.001(f)(3) of Annex IV (Part-MED);
  - (3) GMPs exercising their privileges in accordance with point MED.A.040 of Annex IV (Part-MED), where applicable;
  - (4) OHMPs having notified the competent authority of their intention to perform cabin crew aero-medical assessments in accordance with points MED.C.005(c) and MED.D.040 of Annex IV (Part-MED), where applicable.

The list shall state the privileges of the persons and organisations specified in points (1) to (4) of the first paragraph and shall be published and kept updated by the competent authority.

- (f) The competent authority shall analyse the health data of pilots above the age of 60, especially of those involved in single-pilot HEMS operations, and report such health data in an anonymised and aggregated manner to EASA on a yearly basis.;
- (11) point ARA.MED.200 is replaced by the following:

**‘ARA.MED.200 Procedure for the issue, revalidation, renewal or change of an AME certificate**

Without prejudice to the provisions laid down in point ARA.GEN.315, all of the following shall apply:

- (a) the competent authority shall ensure that before the issue, revalidation, renewal or extension of privileges of an AME certificate, applicants demonstrate their aero-medical competency in accordance with points MED.D.030 (a)(6) and (b)(5) of Annex IV;
- (b) the competent authority shall have a procedure in place to ensure that, before issuing the AME certificate, it has the evidence that the AME practice is equipped and the appropriate processes are in place to perform aero-medical examinations within the scope of the AME certificate applied for. In the case of multiple AME practice locations, all of them shall be specified on the AME certificate;
- (c) for applicants referred to in point MED.D.020(aa) of Annex IV, the competent authority may accept an aviation medicine training course completed by an applicant outside the territories for which Member States are responsible under the Chicago Convention, provided that the competent authority has done all of the following:
  - (1) assessed and verified that the course syllabus is equivalent to the aviation medicine training courses available in the Member States;
  - (2) provided to the applicant a specific training module on the aero-medical requirements detailed in Annex IV (Part-MED);

(d) when satisfied that the AME is in compliance with the applicable requirements, the competent authority shall issue, revalidate, renew or change the AME certificate for a period not exceeding 3 years, using the form established in Appendix VII.;

(12) the title of point ARA.MED.240 is replaced by the following:

**‘ARA.MED.240 General medical practitioners (GMPs) exercising the privileges in accordance with point MED.A.040 of Annex IV (Part-MED)’;**

(13) point ARA.MED.245 is replaced by the following:

**‘ARA.MED.245 Continuing oversight of AMEs and GMPs**

When developing the continuing oversight programme referred to in point ARA.GEN.305, the competent authority shall take into account:

- (1) the number of AMEs and GMPs exercising their privileges within the territory where the competent authority exercises oversight;
- (2) the number of AMEs certified by competent authorities of other Member States exercising their privileges within the territory where the competent authority exercises oversight;
- (3) a risk-based assessment of the AMEs’ and GMPs’ activity.;

(14) the following point ARA.MED.246 is inserted:

**‘ARA.MED.246 Cooperative oversight of AMEs and AeMCs**

Without prejudice to the provisions laid down in point ARA.GEN.300(e):

- (a) where an AME or AeMC carries out their activity in more than one Member State, the competent authority that certified the AME or AeMC shall have a procedure in place to ensure the exchange of information in accordance with point ARA.GEN.200(c) and points ARA.GEN.300(d) and (e) with the competent authority of the other Member State(s) where the AME or AeMC carries out their activity. The procedure shall be agreed upon by the competent authorities involved;
- (b) in the case mentioned in point (a), the competent authority of the other Member State(s) where the AME or AeMC carries out their activity shall share all information relevant to the oversight of the AME or AeMC with the competent authority certifying the AME or AeMC.;

(15) point ARA.MED.250 is amended as follows:

(a) point (a) is amended as follows:

(i) the introductory phrase is replaced by the following:

‘The competent authority shall limit, suspend or revoke an AME certificate in the following circumstances.’;

(ii) point (1) is replaced by the following:

‘(1) the AME does not comply with applicable requirements.’;

(iii) the word ‘and’ at the end of point (6) is deleted

(iv) the following point (8) is inserted:

‘(8) any operational context of the AME that may have a direct or indirect negative impact on flight safety’;

(b) in point (b), the introductory phrase is replaced by the following:

‘The certificate of an AME shall be considered invalid in either of the following circumstances and the competent authority shall immediately revoke it.’;

(c) the following point (c) is added:

‘(c) The competent authority shall have a process in place for retrieval of the revoked AME certificates, shall update the AME list, and inform the competent authorities of the other Member States accordingly.’;



- (16) point ARA.MED.255 is replaced by the following:

**‘ARA.MED.255 Enforcement measures**

If, during oversight or by any other means, evidence is found showing a non-compliance of an AeMC, an AME or a GMP, the competent authority shall have a process to review the medical certificates issued by that AeMC, AME or GMP and may render them invalid, where required, to ensure flight safety.

For medical certificates issued to applicants who have a licensing authority different from the competent authority that issued the AME certificate, that competent authority shall inform and exchange relevant information with the medical assessor of the licensing authority of the affected medical certificate holder.’;

- (17) points ARA.MED.315 and ARA.MED.325 are replaced by the following:

**‘ARA.MED.315 Review of examination reports**

The licensing authority shall have a process in place for the medical assessor to take the following steps:

- (a) review examination and assessment reports received from the AeMCs, AMEs and GMPs and inform them of any inconsistencies, mistakes or errors made in the assessment process;
- (aa) take the appropriate corrective actions for any inconsistencies, mistakes or errors identified;
- (b) assist AMEs and AeMCs on their request regarding their decision on aero-medical fitness in borderline and complex cases.

**ARA.MED.325 Secondary review procedure**

The competent authority shall establish a procedure for the review of borderline and complex cases and cases where an applicant requests a review in accordance with the applicable medical requirements and accredited medical conclusion as defined in point MED.A.010 of Annex IV (Part-MED).’;

- (18) point ARA.MED.330 is deleted;

- (19) in point (a)(2) of Appendix I, point (XIII) is replaced by the following:

‘(XIII) remarks: i.e. special endorsements relating to limitations and endorsements for privileges, including endorsements of language proficiency, and remarks on the automatic validation of the licence; and’;

- (20) Appendix III is amended as follows:

- (a) on page 1 of the certificate template, the footnote and the footer are replaced by the following:

‘(\*) “European Union” to be deleted for non-EU Member States or EASA.

EASA Form 143 Issue 3 – page 1/2’;

- (b) on page 2 of the certificate template, the footer is replaced by the following:

‘EASA Form 143 Issue 3 – page 2/2’;

- (21) Appendix IV is amended as follows:

- (a) on page 1 of the certificate template, the footnote and the footer are replaced by the following:

‘(\*) “European Union” to be deleted for non-EU Member States or EASA.

EASA Form 145 – Issue 2 – page 1/2’;

- (b) on page 2 of the certificate template, the footer is replaced by the following:

‘EASA Form 145 – Issue 2 – page 2/2’;

(22) Appendix V is replaced by the following:

*‘Appendix V to ANNEX VI PART-ARA*

**CERTIFICATE FOR AERO-MEDICAL CENTRES (AeMCs)**

**European Union <sup>(1)</sup>**

**Competent Authority**

**AERO-MEDICAL CENTRE CERTIFICATE**

REFERENCE:

Pursuant to Commission Regulation (EU) No 1178/2011 and Regulation (EU) 2015/340 <sup>(2)</sup> and subject to the conditions specified below, the [competent authority] hereby certifies

[NAME OF THE ORGANISATION]

[ADDRESS OF THE ORGANISATION]

as a Part-ORA certified Aero-medical centre with the privileges and the scope of activities as listed in the attached terms of approval.

CONDITIONS:

1. This certificate is limited to that specified in the scope of approval section of the approved organisation manual;
2. This certificate requires compliance with the procedures specified in the organisation documentation as required by Part- ORA.
3. This certificate shall remain valid subject to compliance with the requirements of Part-ORA unless it has been surrendered, superseded, suspended or revoked.

Date of issue: dd/mm/yyyy

Signature: [Competent Authority]

<sup>(1)</sup> “European Union” to be deleted for non-EU Member States or EASA.

<sup>(2)</sup> Reference to Regulation (EU) No 1178/2011 or Regulation (EU) 2015/340 shall be modified as per the certificate’s scope.

EASA Form 146 Issue 2

**AERO-MEDICAL CENTRE CERTIFICATE**Attachment <sup>(1)</sup> to AeMC certificate number:

## PRIVILEGES AND SCOPE

[Name of the organisation] has obtained the privilege(s) to undertake aero-medical examinations and assessments for the issuance of medical certificates and medical reports as stated in the table below and to issue these medical certificates and medical reports for:

	Initial/revalidation/renewal	Date of issue
Class 1		
Class 2/LAPL/Cabin Crew		
Class 3 <sup>(1)</sup>		

<sup>(1)</sup> Class 3 shall be added only for the AeMCs approved to perform class 3 aero-medical examinations.

Date: dd/mm/yyyy

Signature: [Competent Authority];

<sup>(1)</sup> This attachment may be issued as part of the AeMC certificate or as a separate document.

(23) Appendix VII is replaced by the following:

*‘Appendix VII to ANNEX VI PART-ARA*

**CERTIFICATE FOR AERO-MEDICAL EXAMINERS (AMEs)**

**European Union <sup>(1)</sup>**

**Competent Authority**

**AERO-MEDICAL EXAMINER CERTIFICATE**

CERTIFICATE NUMBER/REFERENCE:

Pursuant to Commission Regulation (EU) No 1178/2011 and Regulation (EU) 2015/340 <sup>(2)</sup> and subject to the conditions specified below, the [competent authority] hereby certifies

[NAME OF THE AERO-MEDICAL EXAMINER]

[PRACTICE ADDRESS(ES) OF THE AERO-MEDICAL EXAMINER]

as aero-medical examiner

CONDITIONS:

1. This certificate is limited to the privileges specified in the attachment to this AME certificate;
2. This certificate requires compliance with the implementing rules and procedures specified in Part-MED/Part ATCO.MED <sup>(3)</sup>.
3. This certificate shall remain valid from [dd/mm/yyyy] until [dd/mm/yyyy <sup>(3)</sup>] subject to compliance with the requirements of Part-MED/Part ATCO.MED <sup>(2)</sup> unless it has been surrendered, superseded, suspended or revoked.

Date of issue: dd/mm/yyyy

Signature: [Competent Authority]

<sup>(1)</sup> “European Union” to be deleted for non-EU Member States.

<sup>(2)</sup> Reference to Regulation (EU) No 1178/2011 or Regulation (EU) 2015/340 as well as Part-MED and Part ATCO.MED shall be modified as per the certificate’s scope.

<sup>(3)</sup> Expiry date format: day/month/year.

EASA Form 148 Issue 2

**AERO-MEDICAL EXAMINER CERTIFICATE**Attachment <sup>(1)</sup> to the AME certificate number:

## PRIVILEGES AND SCOPE

[Name and academic title of the aero-medical examiner] has obtained the privilege(s) to undertake aero-medical examinations and assessments for the issuance of medical certificates and medical reports as stated in the table below and to issue these medical certificates and medical reports for:

Class 1 revalidation/renewal	[valid until]/[Not Applicable]
Class 2/LAPL/Cabin crew Initial/revalidation/renewal	[valid until]
Class 3 <sup>(1)</sup> revalidation/renewal	[valid until]/[Not Applicable]
<sup>(1)</sup> Class 3 shall be added only for the AMEs approved to perform class 3 aero-medical examinations.	

Date of issue: dd/mm/yyyy

Signature: [Competent Authority].

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<sup>(1)</sup> This attachment may be issued as part of the AME certificate or as a separate document.

## ANNEX IV

**Amendments to Annex VII (Part-ORA) to Regulation (EU) No 1178/2011**

Annex VII is amended as follows:

(1) point ORA.FSTD.225 is amended as follows:

(a) point (a) is amended as follows:

(1) the introductory phrase is replaced by the following:

‘The FSTD qualification certificate shall remain valid subject to the following conditions:’;

(2) point (2) is replaced by the following:

‘(2) the competent authority being granted access to the organisation as defined in point ORA.GEN.140 to determine continued compliance with the relevant requirements of Regulation (EU) 2018/1139 and the implementing and delegated acts adopted on the basis thereof;’;

(b) points (b) and (c) are replaced by the following:

‘(b) If the competent authority has extended the recurrent evaluation period for an FSTD in accordance with point ARA.FSTD.120(c) of Annex VI (Part-ARA), the organisation shall assign a person or group of persons with adequate experience who shall do all of the following within a period of 60 days before and 30 days after the start of each recurrent 12-month period in accordance with point ARA.FSTD.120 (b)(1) of Annex VI:

(1) review the regular reruns of the complete tests in the master QTG;

(2) conduct the relevant functions and subjective tests;

(3) send a report of the results to the competent authority.

(c) A BITD qualification shall remain valid subject to regular evaluation for compliance with the applicable qualification basis by the competent authority in accordance with point ARA.FSTD.120 of Annex VI.’;

(2) point ORA.AeMC.105 is replaced by the following:

**‘ORA.AeMC.105 Scope**

This Subpart establishes the additional requirements to be met by an organisation to qualify for the issue or continuation of an approval as an aero-medical centre (AeMC) to:

(a) provide aero-medical expertise and practical training for AMEs;

(b) issue medical certificates and cabin crew medical reports, including initial class 1 medical certificates, or class 3 medical certificates in accordance with Commission Regulation (EU) 2015/340 (\*), or both, as applicable.

(\*) Commission Regulation (EU) 2015/340 of 20 February 2015 laying down technical requirements and administrative procedures relating to air traffic controllers’ licences and certificates pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council, amending Commission Implementing Regulation (EU) No 923/2012 and repealing Commission Regulation (EU) No 805/2011 (OJ L 63, 6.3.2015, p. 1, ELI: <http://data.europa.eu/eli/reg/2015/340/oj>).’;

(3) in point ORA.AeMC.115, point (b) is replaced by the following:

‘(b) in addition to the documentation for the approval of an organisation required in point ORA.GEN.115, provide details of activities that are contracted to designated hospitals or medical institutes for the purpose of specialist medical examinations.’;

- (4) the following point ORA.AeMC.120 is inserted:

**‘ORA.AeMC.120 AeMC certificate**

An organisation holding an AeMC certificate shall not, at any time, hold more than one AeMC certificate issued with the same scope in accordance with Regulation (EU) 2018/1139 and the implementing and delegated acts adopted on the basis thereof.’;

- (5) point ORA.AeMC.135 is replaced by the following:

**‘ORA.AeMC.135 Continued validity**

The AeMC certificate shall be issued for an unlimited duration. It shall remain valid subject to the holder and the aero-medical examiners of the organisation complying with the following conditions:

- (a) complying with point MED.D.030 of Annex IV (Part-MED) to this Regulation or point ATCO.MED.C.025 of Annex IV (Part-ATCO.MED) to Regulation (EU) 2015/340, as applicable;
  - (b) ensuring their continued experience by performing an adequate number of class 1 medical examinations, or class 3 medical examinations in accordance with Regulation (EU) 2015/340, or equivalent military aero-medical examinations, as appropriate, every year.’;
- (6) the following point ORA.AeMC.160 is inserted:

**‘ORA.AeMC.160 Reporting**

The AeMC shall provide the competent authority with statistical reports regarding the aero-medical assessments of applicants, including reports of the drugs and alcohol screening performed in accordance with point MED.B.055(b) of Annex IV (Part-MED) and any health risk factors or trends identified during the aero-medical assessments.’;

- (7) point ORA.AeMC.200 is amended as follows:

- (a) point (a) is replaced by the following:

‘(a) for medical certification in compliance with Part-MED’;

- (b) the following point (aa) is inserted:

‘(aa) to facilitate cooperation between the AMEs and other medical experts of the AeMC; and’;

- (8) the following point ORA.AeMC.205 is inserted:

**‘ORA.AeMC.205 Contracted activities**

Notwithstanding point ORA.GEN.205, all of the following shall apply:

- (a) minimum required aero-medical examinations shall be performed within the organisation of the AeMC, in accordance with the scope and privileges defined in the terms of approval attached to the AeMC’s certificate;
  - (b) additional medical examinations and investigations may be performed by contracted individual experts or organisations. The organisation shall ensure that when contracting any part of its activity, the contracted service or product conforms to the applicable requirements.’;
- (9) point ORA.AeMC.210 is replaced by the following:

**‘ORA.AeMC.210 Personnel requirements**

- (a) The AeMC shall have the following in its staff:

- (1) an aero-medical examiner (AME) nominated as head of the AeMC, with privileges to issue class 1 medical certificates, or class 3 medical certificates in accordance with Regulation (EU) 2015/340, as applicable, in accordance with the scope defined in the terms of approval attached to the AeMC’s certificate and sufficient experience in aviation medicine to exercise his or her duties;
- (2) at least one additional qualified AME with privileges to issue class 1 medical certificates, or class 3 medical certificates in accordance with Regulation (EU) 2015/340, as applicable, in accordance with the scope defined in the terms of approval attached to the AeMC’s certificate privileges, and other technical staff;
- (3) available medical experts.

- (b) The head of the AeMC shall be responsible for:
- (1) coordinating the assessment of examination results;
  - (2) signing reports, certificates, and initial class 1 medical certificates and class 3 medical certificates in accordance with Regulation (EU) 2015/340.
-



## ANNEX V

**Amendments to Annex VIII (Part-DTO) to Regulation (EU) No 1178/2011**

In Annex VIII, point DTO.GEN.135 is replaced by the following:

**‘DTO.GEN.135 Termination of entitlement to provide training**

- (a) A DTO shall no longer be entitled to provide some or all of the training specified in its declaration on the basis of that declaration, where one of the following occurs:
  - (1) the DTO has notified the competent authority of the cessation of some or all of the training activities covered by the declaration in accordance with point DTO.GEN.116(b);
  - (2) the DTO has not provided the training for more than 36 consecutive months.
- (b) A DTO shall return approval certificates in accordance with point DTO.GEN.230(c) to the competent authority without delay:
  - (1) in case of cessation of training activities in accordance with point (a);
  - (2) in case of revocation in accordance with point ARA.GEN.350(da)(3) of Annex VI (Part-ARA).’

## ANNEX VI

**Amendments to Annex III (Part-ORO) to Regulation (EU) No 965/2012**

In point ORO.FC.A.201(b)(2) of Annex III, point (iii) is replaced by the following:

- (iii) recurrent training and checking in accordance with point ORO.FC.230, subject to the following conditions:
  - (A) the checking shall not include take-off manoeuvres;
  - (B) the checking shall include landing manoeuvres at least in the role of the pilot monitoring;

## ANNEX VII

**Amendments to Annex V (Part-SPA) to Regulation (EU) No 965/2012**

In point SPA.HEMS.130 of Annex V, the following point (g) is added:

*(g) Flight crew members who have attained the age of 60 years and who perform single-pilot HEMS operations in accordance with point FCL.065(a) of Annex I (Part-FCL) to Regulation (EU) No 1178/2011*

- (1) For flight crew members who have attained the age of 60 years and who perform single-pilot HEMS operations in accordance with point FCL.065(a) of Annex I (Part-FCL) to Regulation (EU) No 1178/2011, the operator shall take into account in its risk evaluation performed in accordance with ORO.GEN.200 the increase of the risk of incapacitation due to cardiovascular and cerebrovascular factors linked with operational circumstances.
- (2) Training and checking for flight crew members referred to in point (1) shall be conducted by personnel that has received appropriate training to help them detect mild cognitive decline and request medical assessment of crew member where necessary.’.