

ANNEX II

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

(1) Paragraph 1 of Section A. ‘Aeroplanes’ is amended as follows:

- (a) point (b) is replaced by the following:
 - (b) demonstrate knowledge of the relevant parts of the operational requirements and Part-FCL;
- (b) point (d) is replaced by the following:
 - (d) comply with the requirements set out in the following table:

National licence held	Total flying hours experience	Any further requirements	Replacement Part-FCL licence and conditions (where applicable)	Removal of conditions	
(1)	(2)	(3)	(4)	(5)	
ATPL(A)	> 1 500 as PIC on multi-pilot aeroplanes	None	ATPL(A)	Not applicable	(a)
ATPL(A)	> 1 500 on multi-pilot aeroplanes	None	as in (c) (4)	as in (c) (5)	(b)
ATPL(A)	> 500 on multi-pilot aeroplanes	Demonstrate knowledge of flight planning and performance as required by FCL.515	ATPL(A), with type rating restricted to co-pilot	Demonstrate ability to act as PIC as required by Appendix 9 to Part-FCL	(c)
CPL/IR(A) and passed		(i)	Demonstrate knowledge of Part-FCL	Not applicable	(d)

a CPL holders already holding a type rating for a multi-pilot aeroplane are not required to have passed an examination for ATPL(A) theoretical knowledge whilst they continue to operate that same aeroplane type, but will not be given ATPL(A) theory credit for a Part-FCL licence. If they require another type rating for a different multi-pilot aeroplane, they must comply with column (3), row (e)(i) of the above table.

Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 245/2014, ANNEX II. (See end of Document for details)

	pilot aeroplanes	and flight performance for CPL/IR level		rating in accordance with Part-FCL	
CPL(A)	> 500 as PIC on single-pilot aeroplanes	Night rating, if applicable	CPL(A), with type/class ratings restricted to single-pilot aeroplanes		(h)
CPL(A)	< 500 as PIC on single-pilot aeroplanes	(i) (ii)	Night rating, if applicable; demonstrate knowledge of flight performance and planning as required by FCL.310		(i)
PPL/IR(A)	≥ 75 in accordance with IFR		PPL/IR(A) (the IR restricted to PPL)	Demonstrate knowledge of flight performance and planning as required by FCL.615	(j)
PPL(A)	≥ 70 on aeroplanes	Demonstrate the use of radio navigation aids	PPL(A)		(k)

a CPL holders already holding a type rating for a multi-pilot aeroplane are not required to have passed an examination for ATPL(A) theoretical knowledge whilst they continue to operate that same aeroplane type, but will not be given ATPL(A) theory credit for a Part-FCL licence. If they require another type rating for a different multi-pilot aeroplane, they must comply with column (3), row (e)(i) of the above table.

(2) Paragraph 1 of Section B. ‘Helicopters’ is amended as follows:

Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 245/2014, ANNEX II. (See end of Document for details)

- (a) point (b) is replaced by the following:
- (b) demonstrate knowledge of the relevant parts of the operational requirements and Part-FCL;
- (b) point (d) is replaced by the following:
- (d) comply with the requirements set out in the following table:

National licence held	Total flying hours experience	Any further requirements	Replacement of Part-FCL licence and conditions (where applicable)	Removal of conditions	
(1)	(2)	(3)	(4)	(5)	
ATPL(H) valid IR(H)	> 1 000 as PIC on multi-pilot helicopters	none	ATPL(H) and IR	Not applicable	(a)
ATPL(H) no IR(H) privileges	> 1 000 as PIC on multi-pilot helicopters	none	ATPL(H)		(b)
ATPL(H) valid IR(H)	> 1 000 on multi-pilot helicopters	None	ATPL(H), and IR with type rating restricted to co-pilot	demonstrate ability to act as PIC as required by Appendix 9 to Part-FCL	(c)
ATPL(H) no IR(H) privileges	> 1 000 on multi-pilot helicopters	None	ATPL(H) type rating restricted to co-pilot	demonstrate ability to act as PIC as required by Appendix 9 to Part-FCL	(d)

a CPL holders already holding a type rating for a multi-pilot helicopter are not required to have passed an examination for ATPL(H) theoretical knowledge whilst they continue to operate that same helicopter type, but will not be given ATPL(H) theory credit for a Part-FCL licence. If they require another type rating for a different multi-pilot helicopter, they must comply with column (3), row (h)(i) of the table.

Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 245/2014, ANNEX II. (See end of Document for details)

		(ii)	in the Member State of licence issue ^a to meet remaining requirements of FCL.720.H(b)		
CPL/IR(H)	> 500 as PIC on single-pilot helicopters	None	CPL/IR(H) with type ratings restricted to single-pilot helicopters	obtain multi-pilot type rating as required by Part-FCL	(i)
CPL/IR(H)	< 500 as PIC on single-pilot helicopters	demonstrates knowledge of flight planning and flight performance as required by FCL.310 and FCL.615(b)	as (4)(i)		(j)
CPL(H)	> 500 as PIC on single-pilot helicopters	night rating	CPL(H), with type ratings restricted to single-pilot helicopters		(k)
CPL(H)	< 500 as PIC on single-	night rating demonstrate knowledge	as (4)(k)		(l)

^a CPL holders already holding a type rating for a multi-pilot helicopter are not required to have passed an examination for ATPL(H) theoretical knowledge whilst they continue to operate that same helicopter type, but will not be given ATPL(H) theory credit for a Part-FCL licence. If they require another type rating for a different multi-pilot helicopter, they must comply with column (3), row (h)(i) of the table.

Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 245/2014, ANNEX II. (See end of Document for details)

	pilot helicopters	of flight performance and planning as required by FCL.310			
CPL(H) Without night rating	> 500 as PIC on single-pilot helicopters		As (4) (k) and restricted to day VFR operations	Obtain multi-pilot type rating as required by Part-FCL and a night rating	(m)
CPL(H) Without night rating	< 500 as PIC on single-pilot helicopters	demonstrate knowledge of flight planning and flight performance as required by FCL.310	As (4) (k) and restricted to day VFR operations		(n)
PPL/IR(H)	≥ 75 in accordance with IFR		PPL/IR(H) (the IR restricted to PPL)	Demonstrate knowledge of flight performance and planning as required by FCL.615(b)	(o)
PPL(H)	≥ 75 on helicopters	demonstrate the use of radio navigation aids	PPL (H)		(p)

a CPL holders already holding a type rating for a multi-pilot helicopter are not required to have passed an examination for ATPL(H) theoretical knowledge whilst they continue to operate that same helicopter type, but will not be given ATPL(H) theory credit for a Part-FCL licence. If they require another type rating for a different multi-pilot helicopter, they must comply with column (3), row (h)(i) of the table.

Changes to legislation:

There are currently no known outstanding effects for the Commission Regulation (EU) No 245/2014, ANNEX II.