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)

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	Total	Any	Replacem Re moval		
licence	flying	further	Part-	of	
held	hours	requiren		conditior	IS
	experien	ce	licence		
			and		
			condition	15	
			(where		
	(applicabl	-	
(1)	(2)	(3)	(4)	(5)	
ATPL(A)	> 1 500	None	ATPL(A)	Not	(a)
	as PIC			applicable	
	on multi-				
	pilot				
	aeroplanes	5			
ATPL(A)	> 1 500	None	as in (c)	as in (c)	(b)
	on multi-		(4)	(5)	(-)
	pilot				
	aeroplanes	5			
ATPL(A)	> 500 on	Demonstr	at&TPL(A),	Demonstra	afe)
	multi-		ewith type	ability	
	pilot	of flight	rating	to act as	
	aeroplanes		restricted	PIC as	
	1	and	to co-	required	
		performan	queilot	by	
		as	-	Appendix	
		required		9 to Part-	
		by		FCL	
		FCL.515			
CPL/		(i) (i)	erron strate	Not	(d)
IR(A)			chR(A)dge	applicable	. /
and			fwith		
passed		f	lighpl		
a CPI hol	ders already ho	Iding a type rat	ting for a multi	nilot ooronlano	ara nat

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.

Commission Regulation (EU) No 245/2014, ANNEX II. (See end of Document for details)

an ICAO ATPL theory test in the Member State of licence issue		(ii)	bluening and erformanc as equired by FCL.310 and FCL.615(b) neet remaining equiremen of FCL.720.A	ts	
CPL/ IR(A)	> 500 on multi- pilot aeroplane: or in multi- pilot operations on single- pilot aeroplane: CS-23 commuter category or equivalent in accordance with the relevant requireme of Part- CAT and Part- ORO for commerci air transport	s, 1 s, 1 s, 1 s, 1 s, 1 s, 1 s, 1 s, 1	of SBL/ an IR(A) exanthination for TPL Affield f(A) an oxelledge in the Member State of licence ssue ^a meet remaining requiremen of FCL.720.A	ts	(e)
CPL/ IR(A)	< 500 as PIC on single-	Demonstr knowledg of flight planning		Obtain multi- pilot type	(g)

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 performan for CPL/ IR level	ce	rating in accordanc with Part-FCL	e
CPL(A)	> 500 as PIC on single- pilot aeroplanes	Night rating, if applicable	CPL(A), with type/ class ratings restricted to single- pilot aeroplanes	3	(h)
CPL(A)	< 500 as PIC on single- pilot aeroplanes	s(ii) f f f f f f f f f f f f f f f f f f	Nagh(#)(h) ating, f pplicable; lemonstrate nowledge of light performanc ind planning as equired by FCL.310		(i)
PPL/ IR(A)	\geq 75 in accordanc with IFR	e	PPL/ IR(A) (the IR restricted to PPL)	Demonstra knowledge of flight performan and planning as required by FCL.615(I	ce
PPL(A)	\geq 70 on aeroplanes	Demonstra the use of radio navigation aids			(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					

different multi-pilot aeroplane, they must comply with column (3), row (e)(i) of the above table.

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

- (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 experien		Part- licence and conditior <i>(where</i> applicabl	e)	
(1)	(2)	(3)	(4)	(5)	
ATPL(H) valid IR(H)	> 1 000 as PIC on multi- pilot helicopter	none	ATPL(H) and IR	Not applicable	(a)
ATPL(H) no IR(H) privileges	> 1 000 as PIC on multi- pilot helicopter	none s	ATPL(H)		(b)
ATPL(H) valid IR(H)	> 1 000 on multi- pilot helicopter	None s	ATPL(H), and IR with type rating restricted to co- pilot	demonstra ability to act as PIC as required by Appendix 9 to Part- FCL	t(cc)
ATPL(H) no IR(H) privileges	> 1 000 on multi- pilot helicopter	None s	ATPL(H) type rating restricted to co- pilot	demonstra ability to act as PIC as required by Appendix 9 to Part- FCL	t(cd)

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)

ATPL(H) valid IR(H)	> 500 on multi- pilot helicopter	demonstra knowledge of flight splanning and flight performan as required by FCL.515 and FCL.615(l	ce	as (5)(c)	(e)
ATPL(H) no IR(H) privileges	> 500 on multi- pilot helicopter	as (3)(e)	as (4)(d)	as (5)(d)	(f)
CPL/ IR(H) and passed an ICAO ATPL(H) theory test in the Member State of licence issue		(ii) I (ii) I	LEPRONStrate ChR(He)dge Swith LighPL(H) LighPL(H) Lightvided Schothanc	applicable e ;	(g)
CPL/ IR(H)	> 500 hrs on multi- pilot helicopter	s e I I I L t	cCPL/ dBs(H) invith Pantificflor oATPL(H) Paneory CfEdit ATPL(H) heoretical cnowledge	Not applicable	(h)

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.

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		t S C I I i i (ii) t T T T	n he Member State of icence ssue ^a o neet equiremen of FCL.720.He		
CPL/ IR(H)	> 500 as PIC on single- pilot helicopters	None S	CPL/ IR(H) with type ratings restricted to single- pilot helicopter	obtain multi- pilot type rating as required by Part- sFCL	(i)
CPL/ IR(H)	< 500 as PIC on single- pilot helicopter	demonstra knowledge of flight planning sand flight performan as required by FCL.310 and FCL.615(l	ce		(j)
CPL(H)	> 500 as PIC on single- pilot helicopter	night rating s	CPL(H), with type ratings restricted to single- pilot helicopter	5	(k)
CPL(H)	< 500 as PIC on single-	night rating demonstra knowledge	e		(1)

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 helicopter	of flight sperforman and planning as required by FCL.310	ce			
CPL(H) Without night rating	> 500 as PIC on single- pilot helicopter	S	As (4) (k) and restricted to day VFR operations		(m)	
CPL(H) Without night rating	< 500 as PIC on single- pilot helicopter	demonstra knowledge of flight planning sand flight performan as required by FCL.310	e(k) and restricted to day VFR operations	by Part- FCL and a night rating	(n)	
PPL/ IR(H)	≥ 75 in accordanc with IFR	e	PPL/ IR(H) (the IR restricted to PPL)	Demonstra knowledge of flight performan and planning as required by FCL.615(I	ce	
PPL(H)	≥ 75 on helicopter	demonstra sthe use of radio navigation aids			(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)						

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.