

ANNEX III

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

(1) Section A. ‘Validation of Licences’ is amended as follows:

(a) paragraph 1 is replaced by the following:

1. A pilot licence issued in compliance with the requirements of Annex 1 to the Chicago Convention by a third country may be validated by the competent authority of a Member State.

Pilots shall apply to the competent authority of the Member State where they reside or are established. If they are not residing in the territory of a Member State, pilots shall apply to the competent authority of the Member State where the operator for which they are flying or intend to fly has its principal place of business, or where the aircraft on which they are flying or intend to fly is registered.

(b) paragraph 3 is amended as follows:

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

- (b) demonstrate that he/she has acquired knowledge of the relevant parts of the operational requirements and Part-FCL;
- (c) demonstrate that he/she has acquired language proficiency in accordance with FCL.055;

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

- (e) in the case of aeroplanes, comply with the experience requirements set out in the following table:

Licence held	Total flying hours experience	Privileges	
(1)	(2)	(3)	
ATPL(A)	> 1 500 hours as PIC on multi-pilot aeroplanes	Commercial air transport in multi-pilot aeroplanes as PIC	(a)
ATPL(A) or CPL(A)/IR ^a	> 1 500 hours as PIC or co-pilot on multi-pilot aeroplanes according to	Commercial air transport in multi-pilot aeroplanes as co-pilot	(b)

^a CPL(A)/IR holders on multi-pilot aeroplanes shall have demonstrated ICAO ATPL(A) level knowledge before acceptance.

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

	operational requirements		
CPL(A)/IR	> 1 000 hours as PIC in commercial air transport since gaining an IR	Commercial air transport in single-pilot aeroplanes as PIC	(c)
CPL(A)/IR	> 1 000 hours as PIC or as co-pilot in single-pilot aeroplanes according to operational requirements	Commercial air transport in single-pilot aeroplanes as co-pilot according to the operational requirements	(d)
ATPL(A), CPL (A)/IR, CPL(A)	> 700 hours in aeroplanes other than TMGs, including 200 hours in the activity role for which acceptance is sought, and 50 hours in that role in the last 12 months	Exercise of privileges in aeroplanes in operations other than commercial air transport	(e)
CPL(A)	> 1 500 hours as PIC in commercial air transport including 500 hours on seaplane operations	Commercial air transport in single-pilot aeroplanes as PIC	(f)

a CPL(A)/IR holders on multi-pilot aeroplanes shall have demonstrated ICAO ATPL(A) level knowledge before acceptance.

(c) paragraph 4 is amended as follows:

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- (i) point (c) is replaced by the following:
 - (c) demonstrate that he/she has acquired language proficiency in accordance with FCL.055;
 - (ii) point (e) is replaced by the following:
 - (e) have a minimum experience of at least 100 hours of instrument flight time as PIC in the relevant category of aircraft.
 - (d) paragraph 6, point (b) is replaced by the following:
 - (b) is employed, directly or indirectly, by an aircraft manufacturer.
- (2) In Section B. 'CONVERSION OF LICENCES', paragraph 1 is replaced by the following:
1. A PPL/BPL/SPL, a CPL or an ATPL licence issued in compliance with the requirements of Annex 1 to the Chicago Convention by a third country may be converted into a Part-FCL PPL/BPL/SPL with a single-pilot class or type rating by the competent authority of a Member State.

Changes to legislation:

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