

ANNEX I

Annex III (PART-ORO) to Regulation (EU) No 965/2012 is amended as follows:

- (1) In point ORO.GEN.160, point (b) is replaced by the following:
 - (b) Without prejudice to point (a) the operator shall report to the competent authority and to the organisation responsible for the design of the aircraft any incident, malfunction, technical defect, exceeding of technical limitations or occurrence that would highlight inaccurate, incomplete or ambiguous information contained in the operational suitability data established in accordance with Regulation (EU) No 748/2012 or other irregular circumstance that has or may have endangered the safe operation of the aircraft and that has not resulted in an accident or serious incident.;
- (2) Point ORO.MLR.105 is amended as follows:
 - (a) Point (a) is replaced by the following:
 - (a) A minimum equipment list (“MEL”) shall be established as specified in point 8.a.3 of Annex IV to Regulation (EC) No 216/2008, based on the relevant master minimum equipment list (“MMEL”) as defined in the mandatory part of the operational suitability data established in accordance with Regulation (EU) No 748/2012.;
 - (b) In point (j), point (1) is replaced by the following:
 - (1) the concerned instruments, items of equipment or functions are within the scope of the MMEL as defined in point (a).;
- (3) In point ORO.FC.140, point (a) is replaced by the following:
 - (a) Flight crew members operating more than one type or variant of aircraft shall comply with the requirements prescribed in this Subpart for each type or variant, unless credits related to the training, checking, and recent experience requirements are defined in the mandatory part of the operational suitability data established in accordance with Regulation (EU) No 748/2012 for the relevant types or variants.;
- (4) In point ORO.FC.145, point (b) is replaced by the following:
 - (b) When establishing the training programmes and syllabi, the operator shall include the relevant elements defined in the mandatory part of the operational suitability data established in accordance with Regulation (EU) No 748/2012.;
- (5) In point ORO.FC.220, point (e) is replaced by the following:
 - (e) In the case of aeroplanes, pilots that have been issued a type rating based on a zero flight-time training (“ZFTT”) course shall:
 - (1) commence line flying under supervision not later than 21 days after the completion of the skill test or after appropriate training provided by the operator. The content of that training shall be described in the operations manual;

Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 71/2014. (See end of Document for details)

- (2) complete six take-offs and landings in an FSTD not later than 21 days after the completion of the skill test under the supervision of a type rating instructor for aeroplanes (“TRI(A)”) occupying the other pilot seat. The number of take-offs and landings may be reduced when credits are defined in the mandatory part of the operational suitability data established in accordance with Regulation (EU) No 748/2012. If those take-offs and landings have not been performed within 21 days, the operator shall provide refresher training the content of which shall be described in the operations manual;
 - (3) conduct the first four take-offs and landings of the LIFUS in the aeroplane under the supervision of a TRI(A) occupying the other pilot seat. The number of take-offs and landings may be reduced when credits are defined in the mandatory part of the operational suitability data established in accordance with Regulation (EU) No 748/2012.;
- (6) In point ORO.CC.125, point (b) is replaced by the following:
- (b) When establishing the aircraft type specific and the operator conversion training programmes and syllabi, the operator shall include, where available, the relevant elements defined in the mandatory part of the operational suitability data established in accordance with Regulation (EU) No 748/2012.;
- (7) In point ORO.CC.130, point (c) is replaced by the following:
- (c) When establishing a differences training programme and syllabus for a variant of an aircraft type currently operated, the operator shall include, where available, the relevant elements defined in the mandatory part of the operational suitability data established in accordance with Regulation (EU) No 748/2012.;
- (8) In point ORO.CC.250(b), point (1) is replaced by the following:
- (1) each aircraft as a type or a variant taking into account, where available, the relevant elements defined in the mandatory part of the operational suitability data established in accordance with Regulation (EU) No 748/2012 for the relevant aircraft type or variant; and.

ANNEX II

Annex V (PART-SPA) Regulation (EU) No 965/2012 is amended as follows:

- (1) In point SPA.GEN.105(b), point (2) is replaced by the following:
 - (2) that the relevant elements defined in the mandatory part of the operational suitability data established in accordance with Regulation (EU) No 748/2012 are taken into account.;
- (2) Point SPA.GEN.120 is replaced by the following:

SPA.GEN.120 Continued validity of a specific approval

Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) No 71/2014. (See end of Document for details)

Specific approvals shall be issued for an unlimited duration and shall remain valid subject to the operator remaining in compliance with the requirements associated with the specific approval and taking into account the relevant elements defined in the mandatory part of the operational suitability data established in accordance with Regulation (EU) No 748/2012..

Changes to legislation:

There are currently no known outstanding effects for the Commission Regulation (EU) No 71/2014.