

ANNEX I

Annex I to Regulation (EU) No 1178/2011 (Part-FCL) is amended as follows:

- (1) in point FCL.010, the definition of ‘Basic Instrument Training Device’ is deleted.
- (2) point FCL.025 is amended as follows:
 - (a) in point (a), point (2) and (3) are replaced by the following:
 - (2) Applicants shall only take the theoretical knowledge examination when recommended by the declared training organisation (DTO) or the approved training organisation (ATO) responsible for their training, once they have completed the appropriate elements of the training course of theoretical knowledge instruction to a satisfactory standard.
 - (3) The recommendation by a DTO or an ATO shall be valid for 12 months. If the applicant has failed to attempt at least one theoretical knowledge examination paper within this period of validity, the need for further training shall be determined by the DTO or the ATO, based on the needs of the applicant.;
 - (b) point (b) is amended as follows:
 - (i) in the first paragraph, point (3) is replaced by the following:
 - (3) If an applicant has failed to pass one of the theoretical knowledge examination papers within four attempts, or has failed to pass all papers within either six sittings or the period mentioned in point (2), the applicant shall retake the complete set of examination papers.

Before retaking the theoretical knowledge examinations, the applicant 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 applicant.;
 - (ii) the second paragraph is deleted;
- (3) point FCL.115 is replaced by the following:

FCL.115LAPL — Training course

 - (a) Applicants for an LAPL shall complete a training course at a DTO or an ATO.
 - (b) The course shall include theoretical knowledge and flight instruction appropriate to the privileges of the LAPL applied for.
 - (c) 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.;
- (4) in point FCL.110.A, points (b) and (c) are replaced by the following:
 - (b) Specific requirements for applicants holding an LAPL(S) or an SPL with TMG extension. Applicants for an LAPL(A) holding an LAPL(S) or an SPL

Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) 2018/1119, ANNEX I. (See end of Document for details)

with TMG extension shall have completed at least 21 hours of flight time on TMGs after the endorsement of the TMG extension and complied with the requirements of point FCL.135.A(a) on aeroplanes.

- (c) Crediting. Applicants with prior experience as PIC may be credited towards the requirements of point (a).

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 test, but shall in any case:

- (1) not exceed the total flight time as PIC;
- (2) not exceed 50 % of the hours required in point (a);
- (3) not include the requirements of point (a)(2).;

- (5) 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).

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 test, but shall in any case:

- (1) not exceed the total flight time as PIC;
- (2) not exceed 50 % of the hours required in point (a);
- (3) not include the requirements of point (a)(2).;

- (6) in point FCL.110.S, point (c) is replaced by following:

- (c) Crediting. Applicants with prior experience as PIC may be credited towards the requirements of point (a).

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 test, but shall in any case:

- (1) not exceed the total flight time as PIC;
- (2) not exceed 50 % of the hours required in point (a);
- (3) not include the requirements of points (2), (3) and (4) of point (a).;

- (7) in point FCL.135.S, the introductory phrase is replaced by following:

The privileges of an LAPL(S) shall be extended to a TMG when the pilot has completed, at a DTO or at an ATO, at least.;

- (8) in point FCL.110.B, point (b) is replaced by the following:

- (b) Crediting. Applicants with prior experience as PIC on balloons may be credited towards the requirements of point (a).

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 test, but shall in any case:

- (1) not exceed the total flight time as PIC on balloons;
 - (2) not exceed 50 % of the hours required in point (a);
 - (3) not include the requirements of points (2) and (3) of point (a).;
- (9) in point FCL.135.B, the introductory phrase is replaced by following:
- The privileges of the LAPL(B) shall be limited to the class of balloons in which the skill test was taken. This limitation may be removed when the pilot has completed in the other class, at a DTO or at an ATO, at least.;
- (10) point FCL.210 is replaced by the following:
- FCL.210 Training course**
- (a) Applicants for a BPL, SPL or PPL shall complete a training course at a DTO or at an ATO.
 - (b) The course shall include theoretical knowledge and flight instruction appropriate to the privileges of the BPL, SPL or PPL applied for.
 - (c) 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.;
- (11) in point FCL.210.A, points (b) and (c) are replaced by the following:
- (b) Specific requirements for applicants holding an LAPL(A). Applicants for a PPL(A) holding an LAPL(A) shall have completed at least 15 hours of flight time on aeroplanes after the issue of the LAPL(A), of which at least 10 shall be flight instruction completed in a training course at a DTO or at an ATO. That training course shall include at least four hours of supervised solo flight time, including at least two 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.
 - (c) Specific requirements for applicants holding an LAPL(S) or an SPL with a TMG extension. Applicants for a PPL(A) holding an LAPL(S) or an SPL with a TMG extension shall have completed:
 - (1) at least 24 hours of flight time on TMG after the endorsement of the TMG extension; and
 - (2) at least 15 hours of flight instruction in aeroplanes in a training course at a DTO or at an ATO, including at least the requirements of point (a)(2).;
- (12) in point FCL.210.H, point (b) is replaced by the following:
- (b) Specific requirements for an applicant holding an LAPL(H). Applicants for a PPL(H) holding an LAPL(H) shall complete a training course at a DTO or at an ATO. That training course shall include at least five hours of dual flight instruction time and at least one supervised solo cross-country flight of at least 185 km (100 NM), with full stop landings at two aerodromes different from the aerodrome of departure.;

Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EU) 2018/1119, ANNEX I. (See end of Document for details)

- (13) in point FCL.725, 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 single-engine piston 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) 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 Commission Regulation (EU) No 748/2012.;
- (14) in point FCL.740, point (b) is replaced by the following:
- (b) Renewal. If a class or type rating has expired, the applicant shall take the following steps:
 - (1) pass a proficiency check in accordance with Appendix 9 to this Annex;
 - (2) prior to the proficiency check referred to in point (1), take refresher training at an ATO, where necessary to reach the level of proficiency to safely operate the relevant class or type of aircraft. However, the applicant may take the training:
 - (i) at a DTO or at an ATO, where the expired rating was a non-high-performance single-engine piston 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);
 - (ii) at a DTO, at an ATO or with an instructor, where the rating expired for no more than three years and the rating was a non-high-performance single-engine piston class rating or a TMG class rating.;
- (15) in point FCL.800(b)(2), the introductory phrase is replaced by the following:
- (2) a training course at a DTO or at an ATO, including.;
- (16) point FCL.805 is amended as follows:
- (a) in point (b)(2), the introductory phrase is replaced by the following:
 - (2) a training course at a DTO or at an ATO, including.;
 - (b) in point (c)(2), the introductory phrase is replaced by the following:
 - (2) a training course at a DTO or at an ATO, including.;
- (17) point FCL.810 is amended as follows:
- (a) in point (a)(1), the introductory phrase is replaced by the following:
 - (1) If the privileges of an LAPL, an SPL or a PPL for aeroplanes, TMGs or airships are to be exercised in VFR conditions at night, applicants shall have completed a training course at a DTO or at an ATO. The course shall comprise.;
 - (b) in point (b)(2), the introductory phrase is replaced by the following:

- (2) completed a training course at a DTO or at an ATO. The course shall be completed within a period of six months and comprise;
- (18) in point FCL.815, point (b) is replaced by the following:
- (b) Training course. Applicants for a mountain rating shall have completed, within a period of 24 months, a course of theoretical knowledge instruction and flight training at a DTO or at an ATO. The content of the course shall be appropriate to the privileges of the mountain rating applied for.;
- (19) in point FCL.830(b)(2), the introductory phrase is replaced by the following:
- (2) a training course at a DTO or at an ATO, including.;
- (20) point FCL.930 is replaced by the following:
- FCL.930 Training course**
- (a) An applicant for an instructor certificate shall have completed a course of theoretical knowledge and flight instruction at an ATO. An applicant for an instructor certificate for sailplanes or balloons may have completed a course of theoretical knowledge and flight instruction at a DTO.
- (b) In addition to the specific elements set out in this Annex (Part-FCL) for each category of instructor, the training course shall contain the elements required in point FCL.920.;
- (21) in point FCL.910.FI(a), the introductory phrase is replaced by the following:
- (a) An FI shall have his or her privileges limited to conducting flight instruction under the supervision of an FI for the same category of aircraft nominated by the DTO or the ATO for this purpose, in the following cases.;
- (22) in point FCL.1015, point (a) is replaced by the following:
- (a) An applicant for an examiner certificate shall undertake a standardisation course which is provided by the competent authority or which is provided by an ATO and approved by the competent authority. An applicant for an examiner certificate for sailplanes or balloons may undertake a standardisation course which is provided by a DTO and approved by the competent authority.;
- (23) in point FCL.1025(b), point (2) is replaced by the following:
- (2) attended, during the last year of the validity period, an examiner refresher course which is provided by the competent authority or which is provided by an ATO and approved by the competent authority. An examiner holding a certificate for sailplanes or balloons may have attended, during the last year of the validity period, an examiner refresher course which is provided by a DTO and approved by the competent authority.

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