

Commission Implementing Regulation (EU) 2019/1747 of 15 October 2019 amending Regulation (EU) No 1178/2011 as regards requirements for certain flight crew licences and certificates, rules on training organisations and competent authorities (Text with EEA relevance)

COMMISSION IMPLEMENTING REGULATION (EU) 2019/1747

of 15 October 2019

amending Regulation (EU) No 1178/2011 as regards requirements for certain flight crew licences and certificates, rules on training organisations and competent authorities

(Text with EEA relevance)

THE EUROPEAN COMMISSION,

Having regard to Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91⁽¹⁾, and in particular Article 23(1), Article 27(1) and Article 62(14) thereof,

Whereas:

- (1) Commission Regulation (EU) No 1178/2011⁽²⁾ lays down detailed rules for technical requirements and administrative procedures related to civil aviation aircrew.
- (2) The implementation of Regulation (EU) No 1178/2011 revealed that certain requirements contained editorial errors or ambiguities. In addition, a number of deadlines or provisions, originally included to give Member States sufficient time to bring their national rules in line with Regulation (EU) No 1178/2011, have lapsed. This has led to problems with the implementation and clarity of the Union rules. Those requirements should be clarified and corrected. New definitions should be introduced to ensure that the terms are implemented in a uniform manner.
- (3) In order to enhance the proportionality and transparency of the regulatory system for general aviation, the rules applicable to light aircraft pilots, private pilots, sailplane pilots and balloon pilots should be amended to provide for the expansion of privileges and to clarify the content of training and examinations. When providing for the expansion of privileges, sea ratings, recency requirements, requirements of the theoretical knowledge examinations and crediting requirements should be clarified.
- (4) The requirements for the instrument rating for aeroplanes and helicopters should be amended to clarify the theoretical knowledge and flight instruction provisions, revalidation and renewal requirements.

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*Changes to legislation: There are currently no known outstanding effects for the
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- (5) Amendments to class and type rating requirements should be made to clarify and ensure consistency with regard to variants, validity and renewal. Furthermore, amendments should be made to clarify the aerobatic rating, sailplane and banner towing ratings, night rating and mountain rating requirements.
- (6) The implementation of the rules revealed that some of the requirements applicable to instructors and examiners are unclear. As a result, with regard to instructors, the requirements in relation to instructor certificates, prerequisites, assessment of competence, validity, privileges and conditions, training course content, revalidation and renewal should be amended. With regard to examiners, the requirements in relation to examiner certificates, standardisation, prerequisites, assessment of competence, validity, privileges and conditions, revalidation and renewal should be amended.
- (7) Regulation (EU) 2018/1139 provides for the possibility to recognise training and experience on aircraft not subject to Regulation (EU) 2018/1139 (Annex I ‘Aircraft referred to in point (d) of Article 2(3)’) for the purpose of obtaining a Part-FCL licence. For this reason, relevant rules for training organisations and competent authorities should be amended to enable such recognition.
- (8) The implementation of the rules relating to declared training organisations (DTOs)⁽³⁾ revealed the need to clarify the applicable rules to ensure effective regulatory oversight of DTOs. The requirements should be amended to ensure that the possibility to train in a DTO should only be permitted if that DTO is located within the territory for which the Member States are responsible under the Chicago Convention.
- (9) The implementation of the rules relating to the possibility to transfer Part-FCL licences and associated medical certificates revealed the need to clarify the responsibilities of the involved competent authorities and the timing of the transfer of the oversight responsibility. For this reason, the relevant rules should be amended.
- (10) The measures provided for in this Regulation have been suggested in Opinion No 05/2017 issued by the European Union Aviation Safety Agency pursuant to points (b) and (c) of Article 75(2) and Article 76(1) of Regulation (EU) 2018/1139 and in the context of subsequent technical discussions.
- (11) The measures provided for in this Regulation are in accordance with the opinion of the Committee established by Article 127 of Regulation (EU) 2018/1139,

HAS ADOPTED THIS REGULATION:

Article 1

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

- (1) in Article 1, paragraph (3) is replaced by the following:
 - (3) different medical certificates for pilots, the conditions for issuing, maintaining, amending, limiting, suspending or revoking medical certificates, the privileges and responsibilities of the holders of medical certificates;;
- (2) in Article 2, points (4), (9), (10) and (13) are deleted;

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- (3) in Article 4, paragraph 1 is deleted;
- (4) in Article 4, paragraph 6 is replaced by the following:
6. Notwithstanding paragraph 3, holders of a class rating instructor certificate or an examiner certificate who have privileges for single-pilot high performance complex aircraft shall have those privileges converted into a type rating instructor certificate or an examiner certificate for single-pilot aeroplanes.;
- (5) Article 5 is deleted;
- (6) in Article 9, paragraph 1 is replaced by the following:
1. In respect of issuing Part-FCL licences in accordance with Annex I, training commenced prior to the application of this Regulation in accordance with the JARs and procedures, under the regulatory oversight of a Member State recommended for mutual recognition within the Joint Aviation Authorities' system in relation to the relevant JARs, shall be given full credit provided that the training and testing were completed by 8 April 2016 at the latest and a Part-FCL licence is issued by 1 April 2020 at the latest.;
- (7) Article 10a is amended as follows:
- (a) paragraph 1 is replaced by the following:
1. Organisations shall, in accordance with Article 24(2) of Regulation (EU) 2018/1139, be entitled to provide training to pilots involved in the operation of aircraft referred to in points (b)(i) and (ii) of Article (2)(1) of Regulation (EU) 2018/1139 only where those organisations have been issued by the competent authority with an approval confirming that they comply with the essential requirements set out in Annex IV to Regulation (EU) 2018/1139 and with the requirements of Annex VII to this Regulation.
- However, having regard to Article 24(6) of Regulation (EU) 2018/1139, organisations having their principal place of business in a Member State shall be entitled to provide the training referred to in point DTO.GEN.110 of Annex VIII to this Regulation without such approval inside the territory for which Member States are responsible under the Chicago Convention where they have made a declaration to the competent authority in accordance with the requirements laid down in point DTO.GEN.115 of that Annex and, where so required pursuant to point DTO.GEN.230(c) of that Annex, the competent authority has approved the training programme.;
- (b) paragraphs 2, 3 and 4 are deleted;
- (8) in Article 10b, paragraphs 2 and 3 are deleted;
- (9) in Article 10c, paragraphs 2 and 3 are deleted;
- (10) in Article 11, paragraph 2 is deleted;
- (11) in Article 11a, paragraphs 2 and 3 are deleted;
- (12) in Article 12, paragraphs 1b, 2, 3, 5 and 6 are deleted;
- (13) in Article 12, paragraph 7, is replaced by the following:

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7. When a Member State makes use of the requirements of paragraphs 2a and 4, it shall notify the Commission and the Agency. This notification shall describe the reasons for such derogation as well as the programme for implementation containing actions envisaged and related timing.;
- (14) Annex I (Part-FCL), Annex VI (Part-ARA) and Annex VIII (Part-DTO) are amended in accordance with the Annex to this Regulation.

Article 2

This Regulation shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

However points (57), (58), (59) and (66) of the Annex to this Regulation shall apply from 21 December 2019.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 15 October 2019.

For the Commission

The President

Jean-Claude JUNCKER

Status: Point in time view as at 15/10/2019.

Changes to legislation: There are currently no known outstanding effects for the Commission Implementing Regulation (EU) 2019/1747. (See end of Document for details)

ANNEX

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

- (1) point FCL.010 is amended as follows:
 - (a) the following definition is inserted after ‘Angular operation’:

“Assessment of competence” means the demonstration of skills, knowledge and attitude for the initial issue, revalidation or renewal of an instructor or examiner certificate.
 - (b) the following definition is inserted after ‘Flight and Navigation Procedures Trainer’:

“Flown solely by reference to instruments” means that the pilots fly the aircraft without any external visual references, in simulated or actual instrument meteorological conditions (IMC).;
 - (c) the following definition is inserted after ‘Linear operation’:

“Line flying under supervision” (LIFUS) means line flying after an approved zero flight time type rating training course or the line flying required by an operational suitability data (OSD) report.;
 - (d) the following definition is inserted after ‘Night’:

“OSD” means the operational suitability data established in accordance with Annex I (Part-21) to Regulation (EU) No 748/2012.;
 - (e) the following definition is inserted after ‘Type of aircraft’:

“Type rating and licence endorsement list” means a list published by the Agency based on the result of the OSD evaluation and containing classes of aeroplanes and types of aircraft for the purpose of flight crew licensing.;
 - (f) the definition of ‘night’ is replaced by the following:

“Night” means the period between the end of evening civil twilight and the beginning of morning civil twilight or such other period between sunset and sunrise as may be prescribed by the appropriate authority.;
 - (g) the definition of ‘other training devices (OTD)’ is replaced by the following:

“Other training devices” (OTD) means training aids other than FSTDs which provide means for training where a complete flight deck environment is not necessary.;
 - (h) the definition of ‘proficiency check’ is replaced by the following:

“Proficiency check” means the demonstration of skill to revalidate or renew ratings or privileges, and including such oral examination as may be required.;
- (2) point FCL.025 is amended as follows:
 - (a) point (a)(1) is replaced by the following:

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- (1) Applicants shall take the entire set of theoretical knowledge examinations for a specific licence or rating under the responsibility of the same Member State's competent authority.;
- (b) point (b) is replaced by the following:
 - (b) Pass standards
 - (1) A pass in a theoretical knowledge examination paper will be awarded to an applicant achieving at least 75 % of the marks allocated to that paper. No penalty marking shall be applied.
 - (2) Unless otherwise determined in this Part, an applicant has successfully completed the required theoretical knowledge examination for the appropriate pilot licence or rating if he or she has passed all the required theoretical knowledge examination papers within a period of 18 months counted from the end of the calendar month when the applicant first attempted an examination.
 - (3) If an applicant for the ATPL theoretical knowledge examination, or for the issue of a commercial pilot licence (CPL), an instrument rating (IR) or an en route instrument rating (EIR) 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 within the period mentioned in point (b) (2), he or she shall retake the complete set of theoretical knowledge examination papers.
 - (4) If applicants for the issue of a light aircraft pilot licence (LAPL), a private pilot licence (PPL), a sailplane pilot licence (SPL) or a balloon pilot licence (BPL) have failed to pass one of the theoretical knowledge examination papers within four attempts or have failed to pass all papers within the period mentioned in point (b)(2), they shall retake the complete set of theoretical knowledge examination papers.
 - (5) Before retaking the theoretical knowledge examinations, applicants 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 applicants.;
- (3) point FCL.040 is replaced by the following:

FCL.040 Exercise of the privileges of licences

The exercise of the privileges granted by a licence shall be dependent upon the validity of the ratings contained therein, if applicable, and of the medical certificate as appropriate to the privileges exercised.;
- (4) point FCL.055 is replaced by the following:

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FCL.055 Language proficiency

- (a) General. Aeroplane, helicopter, powered-lift and airship pilots required to use the radio telephone shall not exercise the privileges of their licences and ratings unless they have a language proficiency endorsement on their licence in either English or the language used for radio communications involved in the flight. The endorsement shall indicate the language, the proficiency level and the validity date, and it shall be obtained in accordance with a procedure established by a competent authority. The minimum acceptable proficiency level is the operational level (Level 4) in accordance with Appendix 2 to this Annex.
- (b) The applicant for a language proficiency endorsement shall demonstrate, in accordance with Appendix 2 to this Annex, at least an operational level of language proficiency both in the use of phraseologies and plain language to an assessor certified by a competent authority or a language-testing body approved by a competent authority as applicable. To do so, the applicant shall demonstrate the ability to:
- (1) communicate effectively in voice-only and in face-to-face situations;
 - (2) communicate on common and work-related topics with accuracy and clarity;
 - (3) use appropriate communicative strategies to exchange messages and to recognise and resolve misunderstandings in a general or work-related context;
 - (4) handle successfully the linguistic challenges presented by a complication or unexpected turn of events which occurs within the context of a routine work situation or communicative task with which they are otherwise familiar; and
 - (5) use a dialect or accent which is intelligible to the aeronautical community.
- (c) Except for pilots who have demonstrated language proficiency at the expert level (level 6) in accordance with Appendix 2 to this Annex, the language proficiency endorsement shall be re-evaluated every:
- (1) 4 years, if the level demonstrated is operational level (level 4); or
 - (2) 6 years, if the level demonstrated is extended level (level 5).
- (d) Specific requirements for holders of an instrument rating (IR) or en-route instrument rating (EIR). Without prejudice to the points above, holders of an IR or an EIR shall have demonstrated the ability to use English at the appropriate proficiency level as defined in Appendix 2 to this Annex.
- (e) The demonstration of language proficiency and the ability to use English for IR or EIR holders shall be done through a method of assessment established by any competent authority.;
- (5) point (c)(2) of point FCL.060 is replaced by the following:

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- (2) If the pilot does not comply with the requirement in point (1), he or she shall complete a training flight with an instructor qualified in accordance with Subpart J to instruct for that aircraft type. The training flight shall be performed in the aircraft or an FFS of the aircraft type to be used, and shall include at least the requirements described in points (b)(1) and (2) before he or she can exercise his/her privileges.;
- (6) in point FCL.115, a new point (d) is added as follows:
- (d) For the training for the single-engine piston aeroplanes-sea class privilege, the elements of Appendix 9 to this Annex, point 7 (Class ratings – sea) of Section B (Specific requirements for the aeroplane category) shall be considered.;
- (7) point FCL.120 is replaced by the following:
- FCL.120 LAPL — Theoretical knowledge examination**
- (a) Applicants for an LAPL(A) and an LAPL(H) shall demonstrate a level of theoretical knowledge appropriate to the privileges granted, through examinations on the following subjects:
- (1) common subjects:
- Air law and air traffic control (ATC) procedures;
 - Human performance;
 - Meteorology;
 - Communications;
 - Navigation.
- (2) specific subjects concerning the different aircraft categories:
- Principles of flight;
 - Operational procedures,;
 - Flight performance and planning;
 - Aircraft general knowledge.
- (b) Applicants for an LAPL(B) and an LAPL(S) shall demonstrate a level of theoretical knowledge appropriate to the privileges granted, through examinations on the following:
- (1) common subjects:
- Air law and air traffic control (ATC) procedures,
 - Human performance,
 - Meteorology, and
 - Communications.
- (2) specific subjects concerning the different aircraft categories:
- Principles of flight,
 - Operational procedures;
 - Flight performance and planning,
 - Aircraft general knowledge, and
 - Navigation.;
- (8) point FCL.105.A is replaced by the following:

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FCL.105.A LAPL(A) — Privileges and conditions

(a) Privileges

The privileges of the holder of an LAPL for aeroplanes are to act as PIC on single-engine piston aeroplanes-land (SEP(land)), single-engine piston aeroplanes-sea (SEP(sea)) or TMG with a maximum certificated take-off mass of 2000 kg or less, carrying a maximum of 3 passengers, such that there are always a maximum of 4 persons on board of the aircraft.

(b) Conditions

(1) Holders of a LAPL(A) shall carry passengers only if they have completed 10 hours of flight time as PIC on aeroplanes or TMG after the issuance of the licence.

(2) Holders of a LAPL(A) who previously held an ATPL(A), an MPL(A), a CPL(A) or a PPL(A), are exempted from the requirements laid down in point (b)(1).;

(9) point FCL.135.A point (b) is replaced by the following:

(b) In order to extend the privileges to another variant within a class, the pilot shall either undertake differences training or do a familiarisation. The differences training shall be entered in the pilot's logbook or into an equivalent record and be signed by the instructor.;

(10) point FCL.140.A is replaced by the following:

FCL.140.A LAPL(A) — Recency requirements

(a) Holders of a LAPL(A) shall exercise the privileges of their licence only if in the last 2 years they have met any of the following conditions as pilots of aeroplanes or TMGs:

(1) they have completed at least 12 hours of flight time as PIC or flying dual or solo under the supervision of an instructor, including:

- 12 take-offs and landings;
- refresher training of at least 1 hour of total flight time with an instructor;

(2) they have passed a LAPL(A) proficiency check with an examiner. The proficiency check programme shall be based on the skill test for the LAPL(A);

(b) If holders of a LAPL(A) hold both a SEP(land) and a SEP(sea) privilege, they may comply with the requirements in point (a)(1) in either class or a combination thereof which shall be valid for both privileges. For this purpose, at least 1 hour of the required flight time and 6 out of the required 12 take-offs and landings shall be completed in each class.;

(11) point FCL.140.H is replaced by the following:

FCL.140.H LAPL(H) — Recency requirements

Holders of an LAPL(H) shall exercise the privileges of their licence on a specific type only if in the last 12 months they have either:

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- (a) completed at least six hours of flight time on helicopters of that type as PIC, or flying dual or solo under the supervision of an instructor, including six take-offs, approaches and landings and completed a refresher training of at least 1 hour of total flight time with an instructor;
 - (b) passed a proficiency check with an examiner on the specific type before resuming the exercise of the privileges of their licence. That proficiency check programme shall be based on the skill test for the LAPL(H).;
- (12) point FCL.215 is replaced by the following:

FCL.215 Theoretical knowledge examination

- (a) Applicants for a PPL shall demonstrate a level of theoretical knowledge appropriate to the privileges granted, through examinations in the following subjects:
 - (1) common subjects:
 - Air law,
 - Human performance,
 - Meteorology, and
 - Communications; and
 - Navigation.
 - (2) specific subjects concerning the different aircraft categories:
 - Principles of flight,
 - Operational procedures,
 - Flight performance and planning, and
 - Aircraft general knowledge.
 - (b) Applicants for a BPL or SPL shall demonstrate a level of theoretical knowledge appropriate to the privileges granted through examinations in the following subjects:
 - (1) common subjects :
 - Air law,
 - Human performance,
 - Meteorology, and
 - Communications.
 - (2) specific subjects concerning the different aircraft categories:
 - Principles of flight,
 - Operational procedures,
 - Flight performance and planning,
 - Aircraft general knowledge, and
 - Navigation.;
- (13) in point FCL.205.A, point (a) is replaced by the following:
- (a) The privileges of the holders of a PPL(A) are to act without remuneration as PIC or co-pilots of aeroplanes or TMGs engaged in non-commercial operations and to exercise all privileges of holders of an LAPL(A).;

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- (14) in point FCL.205.H, point (a) is replaced by the following:
- (a) The privileges of the holder of a PPL(H) are to act without remuneration as PIC or co-pilot of helicopters engaged in non-commercial operations and to exercise all privileges of holders of an LAPL(H).;

- (15) point FCL.625 IR is replaced by the following:

FCL.625 IR — Validity, revalidation and renewal

- (a) Validity

An IR shall be valid for 1 year.

- (b) Revalidation

- (1) An IR shall be revalidated within the 3 months immediately preceding its expiry date by complying with the revalidation criteria for the relevant aircraft category.

- (2) If applicants choose to fulfil the revalidation requirements earlier than prescribed in point (1), the new validity period shall commence from the date of the proficiency check.

- (3) Applicants who fail to pass the relevant section of an IR proficiency check before the expiry date of the IR shall exercise the IR privileges only if they have passed the IR proficiency check.

- (c) Renewal

If an IR has expired, in order to renew their privileges, applicants shall comply with all of the following:

- (1) complete a refresher training at an ATO, if deemed necessary by the ATO to reach the level of proficiency needed to pass the instrument element of the skill test in accordance with Appendix 9 to this Annex;

- (2) pass a proficiency check in accordance with Appendix 9 to this Annex in the relevant aircraft category;

- (3) hold the relevant class or type rating unless otherwise specified in this Annex.

- (d) If the IR has not been revalidated or renewed in the preceding 7 years, applicants for the IR shall pass again the IR theoretical knowledge examination and skill test.

- (e) Holders of a valid IR on a pilot licence issued by a third country in accordance with Annex 1 to the Chicago Convention shall be exempted from complying with the requirements in points (c)(1) and (d) when renewing the IR privileges contained in licences issued in accordance with this Annex.

- (f) The proficiency check mentioned in points (c)(2) and (e) may be combined with a proficiency check performed for the renewal of the relevant class or type rating.;

- (16) point (a) in point FCL.625.A is replaced by the following:

- (a) Revalidation.

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To revalidate an IR(A) , applicants shall:

- (1) hold the relevant class or type rating, unless the IR revalidation is combined with the renewal of the relevant class or type rating;
- (2) pass a proficiency check in accordance with Appendix 9 to this Annex if the IR revalidation is combined with the revalidation of a class or type rating;
- (3) if the IR revalidation is not combined with the revalidation of a class or type rating:
 - (i) for single-pilot aeroplanes, complete section 3b and those parts of section 1 which are relevant to the intended flight of the proficiency check in accordance with Appendix 9 to this Annex;
 - (ii) for multi-engine aeroplanes, complete section 6 of the proficiency check for single-pilot aeroplanes in accordance with Appendix 9 to this Annex by sole reference to instruments.
- (4) An FNPT II or an FFS representing the relevant class or type of aeroplane may be used for the revalidation pursuant to point (2), provided that at least each alternate proficiency check for the revalidation of an IR(A) is performed in an aeroplane.;

(17) point FCL.625.H is replaced by the following:

FCL.625.H IR(H) — Revalidation

- (a) To revalidate an IR(H) , applicants shall:
 - (1) hold the relevant type rating, unless the IR revalidation is combined with the renewal of the relevant type rating;
 - (2) pass a proficiency check in accordance with Appendix 9 to this Annex for the relevant type of helicopter if the IR revalidation is combined with the revalidation of a type rating;
 - (3) if the IR revalidation is not combined with the revalidation of a type rating, complete Section 5 and the relevant parts of Section 1 of the proficiency check in accordance with Appendix 9 to this Annex for the relevant type of helicopter.
- (b) An FTD 2/3 or an FFS representing the relevant type of helicopter may be used for the proficiency check pursuant to point (a)(3), provided that at least each alternate proficiency check for the revalidation of an IR(H) is performed in a helicopter.
- (c) Cross-credit shall be given in accordance with Appendix 8 to this Annex.;

(18) point FCL.710 is replaced by the following:

FCL.710 Class and type ratings — variants

- (a) Pilots shall complete differences training or familiarisation in order to extend their privileges to another variant of aircraft within one class or type rating. In the case of variants within a class or type rating, the differences training or familiarisation shall include the relevant elements defined in the OSD, where applicable.

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- (b) The differences training shall be conducted at any of the following:
 - (1) an ATO;
 - (2) a DTO in the case of aircraft referred to in points (a)(1)(c) and (a)(2)(c) of point DTO.GEN.110 of Annex VIII;
 - (3) an AOC holder having an approved differences training programme for the relevant class or type.
 - (c) Notwithstanding the requirement in point (b), differences training for TMG, single-engine piston (SEP), single-engine turbine (SET) and multi-engine piston (MEP) aeroplanes may be conducted by an appropriately qualified instructor unless otherwise provided in the OSD.
 - (d) If pilots have not flown the variant within 2 years following the training listed in point (b), a further differences training or a proficiency check in that variant shall be completed, except for types or variants within the SEP and TMG class ratings.
 - (e) The differences training or the proficiency check in that variant shall be entered in the pilots' logbook or equivalent record and signed by the instructor or examiner as appropriate.;
- (19) in point FCL.725 (b), the following point (5) is added:
- (5) For single-pilot single-engine and single-pilot multi-engine aeroplanes (sea), the examination shall be in a written form and shall comprise at least 30 multiple-choice questions.;
- (20) point FCL.740 is replaced by the following:

FCL.740 Validity and renewal of class and type ratings

(a) Validity

The validity period of class and type ratings shall be 1 year, except for single-pilot single-engine class ratings for which the validity period shall be 2 years, unless otherwise determined in the OSD. If pilots choose to fulfil the revalidation requirements earlier than prescribed in FCL.740.A, FCL.740.H, FCL.740.PL and FCL.740.As, the new validity period shall commence from the date of the proficiency check.

(b) Renewal

For the renewal of a class or type rating the applicant shall comply with all of the following:

- (1) complete a proficiency check in accordance with Appendix 9 to this Annex
- (2) prior to the proficiency check referred to in point (1), complete a refresher training at an ATO if deemed necessary by the ATO to reach the level of proficiency to safely operate the relevant class or type of aircraft, except if it holds a valid rating for the same class or type of aircraft on a pilot licence issued by a third country in accordance with Annex 1 to the Chicago Convention and if it is entitled to exercise the privileges of that rating. The applicant may take the training:

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- (i) at a DTO or at an ATO, if the expired rating concerned 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;
 - (ii) at a DTO, at an ATO or with an instructor, if the rating expired no more than three years before and the rating concerned a non-high-performance single-engine piston class rating or a TMG class rating.
- (3) Notwithstanding the points (b)(1) and (b)(2), pilots holding a flight test rating issued in accordance with point FCL.820 who were involved in the development, certification or production flight tests for an aircraft type and have completed either 50 hours of total flight time or 10 hours of flight time as PIC in test flights in that type during the year prior to the date of their application, shall be entitled to apply for the revalidation or renewal of the relevant type rating.;
- (21) in point FCL.805, point (d) is replaced by the following:
 - (d) The privileges of the sailplane and banner towing ratings shall be limited to aeroplanes or TMGs appropriately to aircraft on which the flight instruction was completed. For banner towing, the privileges shall be limited to the towing method used for flight instruction. The privileges shall be extended if pilots have successfully completed at least three dual training flights covering the full towing training syllabus in either aircraft and towing method for banner towing.;
- (22) in point FCL.810, the introductory sentence of point (a)(1) is replaced by the following:
 - (1) Applicants shall have completed a training course within a period of up to 6 months at a DTO or at an ATO to exercise the privileges of an LAPL, an SPL or a PPL for aeroplanes, TMGs or airships in VFR conditions at night. The course shall comprise:;
- (23) in point FCL.815 point (e) is replaced by the following:
 - (e) Revalidation

To revalidate a mountain rating applicants shall either:

 - (1) complete at least six landings, on a surface designated as requiring a mountain rating, in the preceding two 2 years;
 - (2) pass a proficiency check complying with the requirements in point (c).;
- (24) in point FCL.900 point (c) is replaced by the following:
 - (c) Instruction provided outside the territory of the Member States
 - (1) By way of derogation from point (a), in the case of flight instruction provided during a training course approved in accordance with this Annex outside the territory for which Member States are responsible under the Chicago Convention, the competent authority shall issue an instructor certificate to applicants who:

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- (i) holds a pilot licence that meets all of the following criteria:
 - (A) it complies with Annex 1 to the Chicago Convention;
 - (B) in any case, it is at least a CPL in the relevant aircraft category with a relevant rating or certificate;
 - (ii) complies with the requirements established in this Subpart for the issue of the relevant instructor certificate;
 - (iii) demonstrates to the competent authority an adequate level of knowledge of European aviation safety rules to be able to exercise instructional privileges in accordance with this Annex.
- (2) The certificate shall be limited to providing flight instruction during a training course approved in accordance with this Annex which meets all of the following conditions:
- (i) it is provided outside the territory for which Member States are responsible under the Chicago Convention;
 - (ii) it is provided to student pilots who have sufficient knowledge of the language in which flight instruction is provided.;
- (25) in point FCL.935 point (a) is replaced by the following:
- (a) Except for the multi-crew cooperation instructor (MCCI), the synthetic training instructor (STI), the mountain rating instructor (MI) and the flight test instructor (FTI), an applicant for an instructor certificate shall pass an assessment of competence in the appropriate aircraft category, in the relevant class or type or in the appropriate FSTD, to demonstrate to an examiner qualified in accordance with Subpart K of this Annex the ability to instruct a student pilot to the level required for the issue of the relevant licence, rating or certificate.;
- (26) point FCL.940 is replaced by the following:
- FCL.940 Validity of instructor certificates**
- With the exception of the MI, and without prejudice to points FCL.900 (b)(1) and FCL.915 (e)(2), instructor certificates shall be valid for a period of 3 years.;
- (27) point FCL.905.FI is replaced by the following:
- FCL.905.FI Privileges and conditions**
- The privileges of FIs are to conduct flight instruction for the issue, revalidation or renewal of:
- (a) a PPL, an SPL, a BPL and a LAPL in the appropriate aircraft category;
 - (b) class and type ratings for single-pilot aircraft, except for single-pilot high-performance complex aeroplanes; class and group extensions for balloons and class recencies for sailplanes;
 - (c) class and type ratings for single-pilot aeroplanes, except for single-pilot high-performance complex aeroplanes, in multi-pilot operations, provided that FIs meet any of the following conditions:

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- (1) hold or have held a TRI certificate for multi-pilot aeroplanes;
- (2) have completed all of the following:
 - (i) at least 500 hours as pilots in multi-pilot operations on aeroplanes;
 - (ii) the training course for an MCCI in accordance with point FCL.930.MCCI;
- (d) type ratings for single or multi-pilot airships;
- (e) a CPL in the appropriate aircraft category, provided that FIs have completed at least 200 hours of flight instruction in that aircraft category;
- (f) the night rating, provided that FIs meet all of the following conditions:
 - (1) are qualified to fly at night in the appropriate aircraft category;
 - (2) have demonstrated the ability to instruct at night to an FI qualified in accordance with point (j);
 - (3) comply with the night experience requirement laid down in point FCL.060(b)(2);
- (g) a towing, aerobatic or, in the case of FIs(S), a cloud flying rating, provided that such privileges are held and the FIs have demonstrated the ability to instruct for that rating to an FI qualified in accordance with point (j);
- (h) an EIR or IR in the appropriate aircraft category, provided that FIs meet all of the following conditions:
 - (1) have completed at least 200 hours of flight time under IFR, of which a maximum of 50 hours may be instrument ground time in an FFS, an FTD 2/3 or an FNPT II;
 - (2) completed as student pilots the IRI training course and have passed an assessment of competence for the IRI certificate;
 - (3) comply with points FCL.915.CRI(a), FCL.930.CRI and FCL.935 in the case of multi-engine aeroplanes and with points FCL.910.TRI(c)(1) and FCL.915.TRI(d)(2) in the case of multi-engine helicopters;
- (i) single-pilot multi-engine class or type ratings, except for single-pilot high-performance complex aeroplanes, provided that they meet the following conditions:
 - (1) in the case of aeroplanes, comply with points FCL.915.CRI(a), FCL.930.CRI and FCL.935;
 - (2) in the case of helicopters, comply with points FCL.910.TRI(c)(1) and FCL.915.TRI(d)(2);
- (j) an FI, an IRI, a CRI, an STI or an MI certificate provided that they meet all of the following conditions:

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- (1) they have completed at least 50 hours or 150 launches of flight instruction in sailplanes in the case of FI(S), at least 50 hours or 50 take-offs of flight instruction in balloons in the case of FI(B) and 500 hours of flight instruction in the appropriate aircraft category in all other cases;
 - (2) they have passed an assessment of competence in accordance with point FCL.935 in the appropriate aircraft category to demonstrate to a flight instructor examiner (FIE) the ability to instruct for the relevant certificate;
- (k) an MPL, provided that the FIs meet all of the following conditions:
- (1) for the core flying phase of the training, have completed at least 500 hours of flight time as a pilot of aeroplanes, including at least 200 hours of flight instruction;
 - (2) for the basic phase of the training:
 - (i) hold a multi-engine aeroplane IR and the privilege to instruct for an IR;
 - (ii) have completed at least 1 500 hours of flight time in multi-crew operations;
 - (3) in the case of FIs already qualified to instruct on ATP(A) or CPL(A)/IR integrated courses, the requirement in point (2)(ii) may be replaced by the completion of a structured course of training consisting of:
 - (i) MCC qualification;
 - (ii) observation of five sessions of flight instruction in Phase 3 of an MPL course;
 - (iii) observation of five sessions of flight instruction in Phase 4 of an MPL course;
 - (iv) observation of five operator recurrent line-oriented flight training sessions;
 - (v) the content of the MCCI course.

In this case, FIs shall conduct their first five instructor sessions under the supervision of a TRI(A), an MCCI(A) or an SFI(A) qualified for MPL flight instruction.;

- (28) point FCL.915.FI is amended as follows:
- (a) point (b)(2)(i) is replaced by the following:
 - (i) except for an FI(A) providing training for the LAPL(A) only, passed the CPL theoretical knowledge examination, which may be taken without completing a CPL theoretical knowledge training course and which shall not be valid for the issue of a CPL; and;
 - (b) point (c)(2) is replaced by the following:

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- (2) at least 200 hours as PIC if the applicant holds at least a PPL(H) and has passed the CPL theoretical knowledge examination, which may be taken without completing a CPL theoretical knowledge training course and which shall not be valid for the issue of a CPL;;
- (29) in point FCL.930.FI, the following point (c) is added:
- (c) Applicants for the FI certificate who hold or have held any other instructor certificate issued in accordance with this Annex shall be deemed to meet the requirements in point (b)(1).;

- (30) point FCL.940.FI is replaced by the following:

FCL.940.FI — Revalidation and renewal

- (a) Revalidation
- (1) To revalidate an FI certificate, holders shall fulfil at least two out of the three following requirements before the expiry date of the FI certificate:
- (i) they have completed:
- (A) in the case of an FI(A) and an FI(H), at least 50 hours of flight instruction in the appropriate aircraft category as FIs, TRIs, CRIs, IRIs, MIs or examiners. If the privileges to instruct for the IR are to be revalidated, at least 10 of those hours shall be flight instruction for an IR and shall have been completed in the period of 12 months immediately preceding the expiry date of the FI certificate;
- (B) in the case of an FI(As), at least 20 hours of flight instruction in airships as FIs, IRIs or as examiners. If the privileges to instruct for the IR are to be revalidated, 10 of those hours shall be flight instruction for an IR and shall have been completed in the period of 12 months immediately preceding the expiry date of the FI certificate;
- (C) in the case of an FI(S), at least 60 take-offs on or 30 hours of flight instruction in sailplanes, powered sailplanes or TMG as FIs or as examiners ;
- (D) in the case of an FI(B), at least 6 hours of flight instruction in balloons as FIs or as examiners;
- (ii) they have completed instructor refresher training as an FI at an ATO or at the competent authority. FI(B)s and FI(S)s may complete this instructor refresher training at a DTO;
- (iii) they have passed an assessment of competence in accordance with point FCL.935 in the period of 12 months immediately preceding the expiry date of the FI certificate.
- (2) For at least each alternate revalidation in the case of FI(A) or FI(H), or each third revalidation, in the case of FI(As), FI(S) and FI(B), holders of the

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relevant FI certificate shall pass an assessment of competence in accordance with FCL.935.

(b) Renewal.

If the FI certificate has expired, applicants shall, within a period of 12 months before the application date for the renewal complete instructor refresher training as an FI at an ATO or at a competent authority or in the case of an FI(B) or FI(S) at an ATO, at a DTO or at a competent authority and complete an assessment of competence in accordance with point FCL.935.;

(31) in point FCL.905.TRI, points (b) and (c) are replaced by the following:

(b) the issue of a TRI or SFI certificate, provided that the holder meets all of the following conditions:

- (1) it has at least 50 hours of instructional experience as a TRI or SFI in accordance with this Regulation or Commission Regulation (EU) No 965/2012;
- (2) it has conducted the flight instruction syllabus of the relevant part of the TRI training course according to point FCL.930.TRI(a)(3) to the satisfaction of the head of training of an ATO; and

(c) in the case of the TRI for single-pilot aeroplanes:

- (1) the issue, revalidation and renewal of type ratings for single-pilot high performance complex aeroplanes provided that the applicant seeks privileges to operate in single-pilot operations.

The privileges of the TRI(SPA) may be extended to flight instruction for single-pilot high performance complex aeroplanes type ratings in multi-pilot operations, provided that the TRI meets any of the following conditions:

- (i) holds or has held a TRI certificate for multi-pilot aeroplanes;
 - (ii) has at least 500 hours on aeroplanes in multi-pilot operations and completed an MCCI training course in accordance with point FCL.930.MCCI.
- (2) the MPL course on the basic phase, provided that he or she has the privileges extended to multi-pilot operations and holds or has held an FI(A) or an IRI(A) certificate.;

(32) point FCL.910.TRI is replaced by the following:

FCL.910.TRI Restricted privileges

- (a) General. If the TRI training is carried out in FSTDs only, the privileges of TRIs shall be restricted to training in FSTDs. This restriction shall however include the following privileges for conducting, in the aircraft:
 - (1) LIFUS, provided that the TRI training course has included the training specified in point FCL.930.TRI(a)(4)(i);
 - (2) landing training, provided that the TRI training course has included the training specified in point FCL.930.TRI(a)(4)(ii); or

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- (3) the training flight specified in point FCL.060(c)(2), provided that the TRI training course has included the training referred to in points (a)(1) or (a)(2).

The restriction to FSTD shall be removed if TRIs have completed an assessment of competence in the aircraft.

- (b) TRIs for aeroplanes and for powered-lift aircraft — TRI(A) and TRI(PL). The privileges of TRIs are restricted to the type of aeroplane or powered-lift aircraft in which the training and the assessment of competence were conducted. Unless otherwise determined in the OSD, to extend the privileges of TRIs to further types, TRIs shall have:

- (1) completed within the 12 months preceding the application, at least 15 route sectors, including take-offs and landings on the applicable aircraft type, of which of maximum of 7 sectors may be completed in an FSTD;
- (2) completed the relevant parts of the technical training and the flight instruction parts of the applicable TRI course;
- (3) passed the relevant sections of the assessment of competence in accordance with point FCL.935 in order to demonstrate to an FIE or a TRE qualified in accordance with Subpart K to this Annex their ability to instruct a pilot to the level required for the issue of a type rating, including pre-flight, post-flight and theoretical knowledge instruction.

The privileges of TRIs shall be extended to further variants in accordance with the OSD if TRIs have completed the relevant parts of the technical training and flight instruction parts of the applicable TRI course.

- (c) TRIs for helicopters — TRI(H).

- (1) The privileges of TRIs(H) are restricted to the type of helicopter in which the assessment of competence for the issue of the TRI certificate was taken. Unless otherwise determined in the OSD, the privileges of the TRIs shall be extended to further types if TRIs have:

- (i) completed the relevant parts of the technical training and flight instruction parts of the TRI course;
- (ii) completed within the 12 months preceding the date of application, at least 10 hours on the applicable helicopter type, of which a maximum of 5 hours may be completed in an FFS or FTD 2/3; and
- (iii) passed the relevant sections of the assessment of competence in accordance with point FCL.935 in order to demonstrate to an FIE or a TRE qualified in accordance with Subpart K of this Annex their ability to instruct a pilot to the level required for the issue of a type rating, including pre-flight, post-flight and theoretical knowledge instruction.

The privileges of TRIs shall be extended to further variants in accordance with the OSD if TRIs have completed the relevant parts of the technical training and flight instruction parts of the applicable TRI course.

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- (2) Before the privileges of a TRI(H) are extended from single-pilot to multi-pilot privileges on the same type of helicopters, the holder shall have completed at least 100 hours of multi-pilot operations on this type.
 - (d) Notwithstanding the points above, holders of a TRI certificate who received a type rating in accordance with point FCL.725(e) shall be entitled to have their TRI privileges extended to that new type of aircraft.;
- (33) in point FCL.915.TRI point (c)(1) is replaced by the following:
- (c) for a TRI(SPA) certificate:
 - (1) have completed, within the 12 months preceding the date of the application, at least 30 route sectors, including take-offs and landings, as PIC on the applicable aeroplane type, of which a maximum of 15 sectors may be completed in an FSTD representing that type; and;
- (34) point FCL.930.TRI is amended as follows:
- (a) The introductory sentence of point (a) is replaced by the following:
 - (a) The TRI training course shall be conducted in the aircraft only if no FSTD is available and accessible and shall include.;
 - (b) point (3) in point (a) is replaced by the following:
 - (3) 5 hours of flight instruction on the appropriate aircraft or an FSTD representing that aircraft for single-pilot aircraft and 10 hours for multi-pilot aircraft or an FSTD representing that aircraft.;
 - (c) new point (4) is inserted:
 - (4) the following training, as applicable:
 - (i) additional specific training before conducting LIFUS;
 - (ii) additional specific training before conducting landing training. That training in the FSTD shall include training for emergency procedures related to the aircraft.;
- (35) point FCL.935.TRI is replaced by the following:
- FCL.935.TRI Assessment of competence**
- (a) The assessment of competence for a TRI for MPA and PL shall be conducted in an FFS. If no FFS is available or accessible, an aircraft shall be used.
 - (b) The assessment of competence for a TRI for single-pilot high-performance complex aeroplanes and helicopters shall be conducted in any of the following:
 - (1) an available and accessible FFS;
 - (2) if no FFS is available or accessible, in a combination of FSTD(s) and an aircraft;
 - (3) if no FSTD is available or accessible, in an aircraft.;
- (36) point FCL.940.TRI is replaced by the following:

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Changes to legislation: There are currently no known outstanding effects for the Commission Implementing Regulation (EU) 2019/1747. (See end of Document for details)

FCL.940.TRI Revalidation and renewal

(a) Revalidation

(1) Aeroplanes

To revalidate a TRI(A) certificate, applicants shall, within the 12 months immediately preceding the expiry date of the certificate fulfil at least two out of the three following requirements:

- (i) conduct one of the following parts of a complete type rating or recurrent training course: simulator session of at least 3 hours or one air exercise of at least 1 hour comprising a minimum of two take-offs and landings;
- (ii) complete instructor refresher training as a TRI(A) at an ATO;
- (iii) pass the assessment of competence in accordance with point FCL.935. Applicants who have complied with point FCL.910.TRI(b)(3) shall be deemed to comply with this requirement.

(2) Helicopters and powered lift

To revalidate a TRI (H) or TRI(PL) certificate, applicants shall, within the validity period of the TRI certificate fulfil at least two out of the three following requirements:

- (i) completed at least 50 hours of flight instruction in each of the types of aircraft for which instructional privileges are held or in an FSTD representing those types, of which at least 15 hours shall be completed in the period of 12 months immediately preceding the expiry date of the TRI certificate. In the case of a TRI(PL), those hours shall be completed as a TRI or a type rating examiner (TRE), or as an SFI or a synthetic flight examiner (SFE). In the case of a TRI(H), the time flown as FIs, instrument rating instructors (IRIs), synthetic training instructors (STIs) or as any kind of examiners shall be accounted for this purpose;
- (ii) complete instructor refresher training as a TRI(H) or TRI(PL), as relevant, at an ATO;
- (iii) in the period of 12 months immediately preceding the expiry date of the certificate, passed an assessment of competence in accordance with points FCL.935, FCL.910.TRI(b)(3) or FCL.910.TRI(c)(3), as applicable.

(3) For at least each alternate revalidation of a TRI certificate, holders shall pass the assessment of competence in accordance with point FCL.935.

(4) If TRIs hold a certificate for more than one type of aircraft within the same category, the assessment of competence taken on one of those types of aircraft shall revalidate the TRI certificate for the other types held within the same category of aircraft, unless it is otherwise determined in the OSD.

(5) Specific requirements for the revalidation of a TRI(H) certificate

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TRIs(H) holding an FI(H) certificate in the relevant type shall be deemed to comply with the requirements in point (a). In that case, the TRI(H) certificate shall be valid until the expiry date of the FI(H) certificate.

(b) Renewal

To renew a TRI certificate, applicants shall, within the 12 months immediately preceding the date of the application, have passed the assessment of competence in accordance with point FCL.935 and shall have completed the following:

- (1) for aeroplanes:
 - (i) at least 30 route sectors, including take-offs and landings on the applicable aeroplane type, of which maximum 15 sectors may be completed in an FFS;
 - (ii) instructor refresher training as a TRI at an ATO which shall cover the relevant elements of the TRI training course;
- (2) for helicopters and powered lift:
 - (i) at least 10 hours of flight time, including take-offs and landings on the applicable aircraft type, of which maximum 5 hours may be completed in an FFS or FTD 2/3;
 - (ii) instructor refresher training as a TRI at an ATO, which shall cover the relevant elements of the TRI training course.
- (3) If applicants held a certificate for more than one type of aircraft within the same category, the assessment of competence taken on one of those types of aircraft shall renew the TRI certificate for the other types held within the same category of aircraft, unless it is otherwise determined in the OSD.;

(37) in point FCL.905.CRI the following point (ba) is inserted after point (b)

- (ba) The privileges of CRIs are to instruct for class and type ratings for single-pilot aeroplanes, except for single-pilot high-performance complex aeroplanes, in multi-pilot operations, provided that CRIs meet any of the following conditions:
- (1) hold or have held a TRI certificate for multi-pilot aeroplanes;
 - (2) have at least 500 hours on aeroplanes in multi-pilot operations and completed an MCCI training course in accordance with point FCL.930.MCCI.;

(38) in point FCL.930.CRI point (a)(3) is replaced by the following:

- (3) 5 hours of flight instruction on multi-engine aeroplanes or an FSTD representing that class or type of aeroplane, including at least 3 hours on the aeroplane, or at least 3 hours of flight instruction on single-engine aeroplanes, given by an FI(A) qualified in accordance with point FCL.905.FI(j).;

(39) point FCL.940.CRI is replaced by the following:

FCL.940.CRI Revalidation and renewal

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- (a) To revalidate a CRI certificate, applicants shall fulfil, within the validity period of the CRI certificate, at least two out of the following three requirements:
 - (1) conduct at least 10 hours of flight instruction as a CRI. If applicants have CRI privileges on both single-engine and multi-engine aeroplanes, those hours of flight instruction shall be equally divided between single-engine and multi-engine aeroplanes;
 - (2) complete a refresher training as a CRI at an ATO or at a competent authority;
 - (3) pass the assessment of competence in accordance with point FCL.935 for multi-engine or single-engine aeroplanes, as relevant.
- (b) For at least each alternate revalidation of a CRI certificate, holders shall have complied with the requirement in point (a)(3).
- (c) Renewal

If the CRI certificate has expired, it shall be renewed if the applicants in the period of 12 months before the application for the renewal:

- (1) have completed a refresher training as a CRI at an ATO or at a competent authority;
 - (2) have completed the assessment of competence as required by point FCL.935.;
- (40) in point FCL.915.IRI, point (b)(2) is replaced by the following:
- (2) in the case of applicants for an IR(H) for multi-engine helicopters, meet the requirements of point FCL.905.FI(h)(3)(ii);;
- (41) in point FCL.930.IRI, point (a)(3)(ii) is replaced by the following:
- (ii) for the IRI(H), at least 10 hours of flight instruction on a helicopter, FFS, FTD 2/3 or FNPT II/III. In the case of applicants holding an FI(H) certificate, those hours are reduced to at least 5;;
- (42) point FCL.905.SFI is replaced by the following:

FCL.905.SFI Privileges and conditions

- (a) The privileges of SFIs are to carry out synthetic flight instruction, within the relevant aircraft category, for:
 - (1) the revalidation and renewal of an IR, provided that they hold or have held an IR in the relevant aircraft category;
 - (2) the issue of an IR, provided that they hold or have held an IR in the relevant aircraft category and have completed an IRI training course.
- (b) The privileges of SFIs for single-pilot aeroplanes are to carry out synthetic flight instruction for:
 - (1) the issue, revalidation and renewal of type ratings for single-pilot high performance complex aeroplanes, if applicants seek privileges to operate in single-pilot operations.

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Changes to legislation: There are currently no known outstanding effects for the Commission Implementing Regulation (EU) 2019/1747. (See end of Document for details)

The privileges of SFIs for single-pilot aeroplanes may be extended to flight instruction for single-pilot high performance complex aeroplanes type ratings in multi-pilot operations, provided that they meet any of the following conditions:

- (i) hold or have held a TRI certificate for multi-pilot aeroplanes;
 - (ii) have at least 500 hours on aeroplanes in multi-pilot operations and have completed an MCCI training course in accordance with point FCL.930.MCCI;
- (2) the MCC and the MPL training courses on the basic phase, provided that the privileges of SFIs(SPA) have been extended to multi-pilot operations in accordance with point (1).
- (c) The privileges of SFIs for multi-pilot aeroplanes are to carry out synthetic flight instruction for:
- (1) the issue, revalidation and renewal of type ratings for multi-pilot aeroplanes and if applicants seek privileges to operate in multi-pilot operations, for single-pilot high-performance complex aeroplanes;
 - (2) the MCC training course;
 - (3) the MPL course on the basic, intermediate and advanced phases, provided that, for the basic phase, they hold or have held an FI(A) or an IRI(A) certificate;
 - (d) The privileges of SFIs for helicopters are to carry out synthetic flight instruction for:
 - (1) the issue, revalidation and renewal of helicopter type ratings;
 - (2) MCC training, if SFIs have privileges to instruct for multi-pilot helicopters.;
- (43) point FCL.910.SFI is replaced by the following:

FCL.910.SFI Restricted privileges

The privileges of SFIs shall be restricted to the FTD 2/3 or FFS of the aircraft type in which the SFI training course was taken.

The privileges may be extended to other FSTDs representing further types of the same category of aircraft if the holders have:

- (a) completed the simulator content of the relevant type rating course;
- (b) completed the relevant parts of the technical training and the FSTD content of the flight instruction syllabus of the applicable TRI course;
- (c) conducted on a complete type rating course at least 3 hours of flight instruction related to the duties of an SFI on the applicable type under the supervision and to the satisfaction of a TRE or an SFE qualified for this purpose.

The privileges of the SFI shall be extended to further variants in accordance with the OSD if the SFI has completed the type relevant parts of the technical training and the FSTD content of the flight instruction syllabus of the applicable TRI course.;

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- (44) in point FCL.930.SFI, point (a)(2) is replaced by the following:
- (2) the relevant parts of the technical training and the FSTD content of the flight instruction syllabus of the applicable TRI training course.;

- (45) point FCL.940.SFI is replaced by the following:

FCL.940.SFI Revalidation and renewal

- (a) Revalidation

To revalidate an SFI certificate, applicants shall fulfil, before the expiry date of the SFI certificate, at least two out of the following three requirements:

- (1) have completed at least 50 hours as instructors or examiners in FSTDs, of which at least 15 hours in the period of 12 months immediately preceding the expiry date of the SFI certificate;
- (2) have completed instructor refresher training as an SFI at an ATO;
- (3) have passed the relevant sections of the assessment of competence in accordance with point FCL.935.
- (b) Additionally, applicants shall have completed, on an FFS, the proficiency checks for the issue of the specific aircraft type ratings representing the types for which privileges are held.
- (c) For at least each alternate revalidation of an SFI certificate, holders shall comply with the requirement in point (a)(3).
- (d) If an SFI holds a certificate in more than one type of aircraft within the same category, the assessment of competence taken on one of those types shall revalidate the SFI certificate for the other types held within the same category of aircraft, unless otherwise is determined in the OSD.

- (e) Renewal

To renew the SFI certificate, applicants shall, within the period of 12 months immediately preceding the application for the renewal, comply with all of the following conditions:

- (1) have completed instructor refresher training as an SFI at an ATO;
- (2) have passed the assessment of competence in accordance with point FCL.935;
- (3) have completed, on an FSTD, the skill test for the issue of the specific aircraft type ratings representing the types for which privileges are to be renewed.;

- (46) point FCL.910.STI is replaced by the following:

FCL.910.STI Restricted privileges

The privileges of STIs shall be restricted to the FSTD in which the STI training course was taken.

The privileges may be extended to other FSTDs representing further types of aircraft if in the period of 12 months immediately preceding the application the holders have:

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Changes to legislation: There are currently no known outstanding effects for the Commission Implementing Regulation (EU) 2019/1747. (See end of Document for details)

- (a) completed the FSTD content of the CRI or TRI course on the class or type of aircraft for which instructional privileges are sought;
- (b) passed in the FSTD on which flight instruction is to be conducted, the applicable section of the proficiency check in accordance with Appendix 9 to this Annex for the appropriate class or type of aircraft.

For STIs(A) instructing on BITD only, the proficiency check shall include only the exercises appropriate for the skill test for the issue of a PPL(A);

- (c) conducted, on a CPL, an IR, a PPL or a class or type rating course, at least 3 hours of flight instruction under the supervision of an FI, a CRI(A), an IRI or a TRI nominated by the ATO for this purpose, including at least 1 hour of flight instruction that is supervised by an FIE in the appropriate aircraft category.;

(47) point FCL.915.STI is replaced by the following:

FCL.915.STI Prerequisites

- (a) Applicants for the issue of an STI certificate shall:
 - (1) hold, or have held within the 3 years prior to the application, a pilot licence and instructional privileges appropriate to the courses on which instruction is intended;
 - (2) have completed in an FSTD the relevant proficiency check for the class or type rating, in the period of 12 months immediately preceding the application.

Applicants for the issue of an STI(A) wishing to instruct on BITDs only, shall complete the exercises appropriate for a skill test for the issue of a PPL(A) only;

- (b) Additionally to the requirements laid down in point (a), applicants for the issue of an STI(H) certificate shall have completed at least 1 hour of flight time as an observer on the flight deck of the applicable type of helicopter, in the period of 12 months immediately preceding the application.;

(48) point FCL.940.STI is replaced by the following:

FCL.940.STI Revalidation and renewal of the STI certificate

- (a) Revalidation

To revalidate an STI certificate, applicants shall , within the period of 12 months immediately preceding the expiry date of the STI certificate, comply with all of the following conditions :

- (1) have conducted at least 3 hours of flight instruction in an FSTD, as part of a complete CPL, IR, PPL or class or type rating course;
- (2) have passed in the FSTD on which flight instruction is conducted, the applicable sections of the proficiency check in accordance with Appendix 9 to this Annex for the appropriate class or type of aircraft.

For STIs(A) instructing on BITDs only, the proficiency check shall include the exercises appropriate for a skill test for the issue of a PPL(A) only.

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(b) Renewal

To renew STI certificate, the applicants shall within the period of 12 months immediately preceding the application for the renewal:

- (1) complete a refresher training as an STI at an ATO;
- (2) pass in the FSTD on which flight instruction is conducted, the applicable sections of the proficiency check in accordance with Appendix 9 to this Annex for the appropriate class or type of aircraft.

For an STI(A) instructing on BITDs only, the proficiency check shall include the exercises appropriate for a skill test for the issue of a PPL(A) only;

- (3) conduct, in the relevant aircraft category, on a complete CPL, IR, PPL or class or type rating course, at least 3 hours of flight instruction under the supervision of an FI, a CRI, an IRI or a TRI nominated by the ATO for this purpose, including at least 1 hour of flight instruction supervised by a flight instructor examiner (FIE).;

- (49) point FCL.1000 is replaced by the following:

FCL.1000 Examiner certificates

(a) General

Holders of an examiner certificate shall:

- (1) hold, unless otherwise determined in this Annex, an equivalent licence, rating or certificate to the ones for which they are authorised to conduct skill tests, proficiency checks or assessments of competence and the privilege to instruct for them;
- (2) be qualified to act as PIC in the aircraft during a skill test, proficiency check or assessment of competence if conducted on the aircraft.

(b) Special conditions:

- (1) The competent authority may issue a specific certificate granting privileges for the conduct of skill tests, proficiency checks and assessments of competence if compliance with the requirements established in this Subpart is not possible because of the introduction of any of the following:
 - (i) new aircraft in the Member States or in an operator's fleet;
 - (ii) new training courses in this Annex.

Such a certificate shall be limited to the skill tests, proficiency checks and assessments of competence necessary for the introduction of the new type of aircraft or the new training course and its validity shall not, in any case, exceed 1 year.

- (2) Holders of a certificate issued in accordance with point (b)(1) who wish to apply for an examiner certificate shall comply with the prerequisites and revalidation requirements for that category of examiner certificate.
- (3) Where no qualified examiner is available, competent authorities may, on a case-by-case basis, authorise inspectors or examiners who do not meet the

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relevant instructor, type or class rating requirements as specified in (a), to perform skill tests, proficiency checks and assessments of competence.

- (c) Examination provided outside the territory of the Member States:
- (1) By way of derogation from point (a), in the case of skill tests and proficiency checks provided outside the territory for which Member States are responsible under the Chicago Convention, the competent authority shall issue an examiner certificate to applicants holding a pilot licence that is compliant with Annex 1 to the Chicago Convention, provided that those applicants:
- (i) hold at least an equivalent licence, rating, or certificate to the one for which they are authorised to conduct skill tests, proficiency checks or assessments of competence, and in any case at least a CPL;
 - (ii) are qualified to act as PIC in the aircraft during a skill test or proficiency check that is conducted in the aircraft;
 - (iii) comply with the requirements established in this Subpart for the issue of the relevant examiner certificate; and
 - (iv) demonstrate to the competent authority an adequate level of knowledge of European aviation safety rules to be able to exercise examiner privileges in accordance with this Annex.
- (2) The certificate referred to in point (1) shall be limited to performing skill tests and proficiency checks:
- (i) outside the territories for which the Member States are responsible under the Chicago Convention; and
 - (ii) to pilots who have sufficient knowledge of the language in which the test/check is given.;

- (50) point FCL.1005 is replaced by the following:

FCL.1005 Limitation of privileges in case of vested interests

Examiners shall not conduct:

- (a) skill tests or assessments of competence of applicants for the issue of a licence, rating or certificate to whom they have provided more than 25 % of the required flight instruction for the licence, rating or certificate for which the skill test or assessment of competence is being taken; and
- (b) skill tests, proficiency checks or assessments of competence whenever they feel that their objectivity may be affected.;

- (51) point FCL.1025 is replaced by the following:

FCL.1025 Validity, revalidation and renewal of examiner certificates

- (a) Validity

An examiner certificate shall be valid for 3 years.

- (b) Revalidation

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To revalidate an examiner certificate, holders shall comply with all of the following conditions:

- (1) before the expiry date of the certificate, have conducted at least six skill tests, proficiency checks or assessments of competence;
- (2) in the period of 12 months immediately preceding the expiry date of the certificate, have completed 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 completed, in the period of 12 months immediately preceding the expiry date of the certificate, an examiner refresher course which is provided by a DTO and approved by the competent authority;
- (3) one of the skill tests, proficiency checks or assessments of competence conducted in accordance with point (1) shall take place in the period of 12 months immediately preceding the expiry date of the examiner certificate and shall:
 - (i) have been assessed by an inspector from the competent authority or by a senior examiner specifically authorised to do so by the competent authority responsible for the examiner certificate; or
 - (ii) comply with the requirements in point FCL.1020.

If applicants for the revalidation hold privileges for more than one category of examiner, all examiner privileges may be revalidated if applicants comply with the requirements laid down in points (b)(1) and (2) and point FCL.1020 for one of the categories of examiner certificates held, in agreement with the competent authority.

(c) Renewal

If the certificate has expired, before resuming the exercise of the privileges, the applicants shall comply with the requirements in point (b)(2) and point FCL.1020 in the period of 12 months immediately preceding the application for the renewal.

- (d) An examiner certificate shall only be revalidated or renewed if applicants demonstrate continued compliance with the requirements laid down in points FCL.1010 and FCL.1030.;

(52) point FCL.1005.TRE is amended as follows:

- (a) in point (a), point (5) is replaced by the following:
 - (5) assessments of competence for the issue, revalidation or renewal of a TRI or SFI certificates in the applicable aircraft category, provided that they have completed at least 3 years as a TRE and have undergone specific training for the assessment of competence in accordance with point FCL.1015 (b).;
- (b) in point (b) point (4) is replaced by the following:
 - (4) assessments of competence for the issue, revalidation or renewal of a TRI(H) or SFI(H) certificates, provided that they have completed at least 3 years as a TRE and have undergone specific training for

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the assessment of competence in accordance with point FCL.1015 (b).;

(53) in point FCL.1005.CRE, point (b) is replaced by the following:

(b) proficiency checks for:

- (1) revalidation or renewal of class and type ratings;
- (2) revalidation of IRs, provided that they have completed at least 1500 hours as pilots of aeroplanes and have competed at least 450 hours of flight time under IFR;
- (3) renewal of IRs, provided that they comply with the requirements laid down in point FCL.1010.IRE(a); and
- (4) revalidation and renewal of EIRs, provided that they have completed at least 1 500 hours as a pilot on aeroplanes and comply with the requirements laid down in point FCL.1010.IRE(a)(2).;

(54) in point FCL.1010.CRE, point (b) is replaced by the following:

(b) hold a CRI or FI certificate with instructional privileges for the applicable class or type.;

(55) point FCL.1010.IRE is replaced by the following:

FCL.1010.IRE Prerequisites

(a) IRE(A)

Applicants for an IRE certificate for aeroplanes shall hold an IRI(A) or an FI(A) certificate with the privilege to instruct for the IR(A) and shall have completed:

- (1) 2000 hours of flight time as pilots of aeroplanes; and
- (2) 450 hours of flight time under IFR, of which 250 hours shall be as an instructor.

(b) IRE(H)

Applicants for an IRE certificate for helicopters shall hold an IRI(H) or an FI(H) certificate with the privilege to instruct for the IR(H) and shall have completed:

- (1) 2000 hours of flight time as pilots of helicopters; and
- (2) 300 hours of instrument flight time in helicopters, of which 200 hours shall be as an instructor.

(c) IRE(As)

Applicants for an IRE certificate for airships shall hold an IRI(As) or an FI(As) certificate with the privilege to instruct for the IR(As) and shall have completed:

- (1) 500 hours of flight time as pilots on airships; and
- (2) 100 hours of instrument flight time on airships, of which 50 hours shall be as an instructor.;

(56) point FCL.1005.SFE is replaced by the following:

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FCL.1005.SFE Privileges and conditions

- (a) SFE for aeroplanes (SFE(A)) and SFE for powered-lift aircraft (SFE(PL))

The privileges of SFEs for aeroplanes or powered-lift aircraft are to conduct in an FFS, or for the assessments in point (5) on the applicable FSTD:

- (1) skill tests and proficiency checks for the issue, revalidation or renewal of type ratings for aeroplanes or powered-lift aircraft, as applicable;
- (2) proficiency checks for the revalidation or renewal of IRs if combined with the revalidation or renewal of a type rating, provided that they have passed a proficiency check for the aircraft type including the instrument rating within the last year;
- (3) skill tests for ATPL(A) issue;
- (4) skill tests for MPL issue, provided that they have complied with the requirements laid down in point FCL.925; and
- (5) assessments of competence for the issue, revalidation or renewal of an SFI certificate in the relevant aircraft category, provided that they have completed at least 3 years as an SFE(A) and have undergone specific training for the assessment of competence in accordance with point FCL.1015 (b).

- (b) SFE for helicopters (SFE(H))

The privileges of an SFEs(H) are to conduct in an FFS or for the assessments in point (4) on the applicable FSTD:

- (1) skill tests and proficiency checks for the issue, revalidation and renewal of type ratings;
- (2) proficiency checks for the revalidation and renewal of IRs if those checks are combined with the revalidation or renewal of a type rating, provided that the SFEs have passed a proficiency check for the aircraft type including the instrument rating within the last year preceding the proficiency check;
- (3) skill tests for ATPL(H) issue; and
- (4) assessments of competence for the issue, revalidation or renewal of an SFI(H) certificate, provided that they have completed at least 3 years as an SFE(H) and have undergone specific training for the assessment of competence in accordance with point FCL.1015 (b).;

- (57) point FCL.1010.SFE is replaced by the following:

FCL.1010.SFE Prerequisites

- (a) SFE(A)

Applicants for an SFE(A) certificate shall comply with all of the following conditions:

- (1) in the case of multi-pilot aeroplanes:
 - (i) hold or have held an ATPL(A) and a type rating for the applicable type of aeroplane;
 - (ii) an SFI(A) certificate for the applicable type of aeroplane; and

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- (iii) have at least 1500 hours of flight time as pilots of multi-pilot aeroplanes;
 - (2) in the case of single-pilot high-performance complex aeroplanes:
 - (i) hold or have held a CPL(A) or an ATPL(A) and a type rating for the applicable type of aeroplane;
 - (ii) hold an SFI(A) certificate for the applicable class or type of aeroplane;
 - (iii) have at least 500 hours of flight time as pilots of single-pilot aeroplanes;
 - (3) for the initial issue of an SFE certificate, have completed at least 50 hours of synthetic flight instruction as a TRI(A) or an SFI(A) on the applicable type.
 - (b) SFE(H)
- Applicants for an SFE(H) certificate shall comply with all of the following conditions:
- (1) hold or have held an ATPL(H), and a type rating for the applicable type of helicopter;
 - (2) hold an SFI(H) certificate for the applicable type of helicopter;
 - (3) have at least 1000 hours of flight time as pilots of multi-pilot helicopters;
 - (4) for the initial issue of an SFE certificate, have completed at least 50 hours of synthetic flight instruction as a TRI(H) or an SFI(H) on the applicable type.;
- (58) points 1.1. and 1.2. of Appendix 1 are replaced by the following:
- 1.1. For the issue of an LAPL, the holder of an LAPL in another category of aircraft shall be fully credited with theoretical knowledge on the common subjects established in point FCL.120. However, the subject “navigation” shall only be subject to such a credit in the case of an LAPL(A) holder who applies for the issue of an LAPL(H) or an LAPL(H) holder who applies for the issue of an LAPL(A).
 - 1.2. For the issue of an LAPL(A), an LAPL(H) or a PPL, holders of a PPL, CPL or ATPL in another category of aircraft shall be fully credited with theoretical knowledge on the common subjects established in point FCL.215(a)(1).;
- (59) a new point 1.2a. to Appendix 1 is inserted as follows:
- 1.2a For the issue of an LAPL(B), an LAPL(S), a BPL or an SPL, holders of a licence in another category of aircraft shall be fully credited with theoretical knowledge on the common subjects established in point FCL.215(b)(1).;
- (60) in part A of Appendix 3, point (b) in point 9 is replaced by the following:
- (b) 70 hours as PIC, of which up to 55 hours may be SPIC. The instrument flight time as SPIC shall only be counted as PIC flight time up to a maximum of 20 hours.;
- (61) in part C of Appendix 3, point (b) in point 8 is replaced by the following:

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- (b) 70 hours as PIC, of which up to 55 hours may be SPIC. The instrument flight time as SPIC shall only be counted as PIC flight time up to a maximum of 20 hours;;

(62) in part D of Appendix 3, point (b) in point 8 is replaced by the following:

- (b) 70 hours as PIC, of which up to 55 hours may be as SPIC.;

(63) in part E of Appendix 3, point (a) in point 3 is replaced by the following:

- (a) have completed 150 hours flight time;

Except for the requirement of 50 hours as PIC in aeroplanes, hours as PIC in other categories of aircraft may account for the 150 hours of aeroplane flight time in any of the following cases:

- (1) 20 hours in helicopters, if applicants hold a PPL(H);
- (2) 50 hours in helicopters, if applicants hold a CPL(H);
- (3) 10 hours in TMGs or sailplanes;
- (4) 20 hours in airships, if applicants hold a PPL(As);
- (5) 50 hours in airships, if applicants hold a CPL(As).;

(64) in part K of Appendix 3, point (a) in point 3 is replaced by the following:

- (a) have completed 155 hours flight time, including 50 hours as PIC in helicopters of which 10 hours shall be cross-country.

Except for the requirement of 50 hours as PIC in helicopters, hours as PIC in other categories of aircraft may account for the 155 hours of helicopter flight time in any of the following cases:

- (1) 20 hours in aeroplanes if applicants hold a PPL(A);
- (2) 50 hours in aeroplanes if applicants hold a CPL(A);
- (3) 10 hours in TMGs or sailplanes;
- (4) 20 hours in airships if applicants hold a PPL(As);
- (5) 50 hours in airships if applicants hold a CPL(As).;

(65) The table CONTENT of THE TEST related to the aeroplane category in Appendix 7 is replaced by the following table:

Aeroplanes

SECTION 1 — PRE-FLIGHT OPERATIONS AND DEPARTURE

Use of checklist, airmanship, anti-icing/de-icing procedures, etc., apply in all sections

-
- | | |
|----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| a | Must be performed by sole reference to instruments. |
| b | May be performed in an FFS, FTD 2/3 or FNPT II. |
| c | May be performed in either Section 4 or Section 5. |
| d | To establish or maintain PBN privileges one approach in either Section 4 or Section 5 shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD. |
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a	Use of flight manual (or equivalent) especially a/c performance calculation, mass and balance
b	Use of Air Traffic Services document, weather document
c	Preparation of ATC flight plan, IFR flight plan/log
d	Identification of the required nav aids for departure, arrival and approach procedures
e	Pre-flight inspection
f	Weather Minima
g	Taxiing
h	PBN departure (if applicable): — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the departure chart.
i	Pre-take-off briefing, Take-off
j ^a	Transition to instrument flight
k ^a	Instrument departure procedures, including PBN departures, and altimeter setting
l ^a	ATC liaison — compliance, R/T procedures

SECTION 2 — GENERAL HANDLING^a

a	Control of the aeroplane by reference solely to instruments, including level flight at various speeds, trim
b	Climbing and descending turns with sustained Rate 1 turn
c	Recoveries from unusual attitudes, including sustained 45° bank turns and steep descending turns

a Must be performed by sole reference to instruments.

b May be performed in an FFS, FTD 2/3 or FNPT II.

c May be performed in either Section 4 or Section 5.

d To establish or maintain PBN privileges one approach in either Section 4 or Section 5 shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD.

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d ^b	Recovery from approach to stall in level flight, climbing/descending turns and in landing configuration
e	Limited panel: stabilised climb or descent, level turns at Rate 1 onto given headings, recovery from unusual attitudes

SECTION 3 — EN-ROUTE IFR PROCEDURES^a

a	Tracking, including interception, e.g. NDB, VOR, or track between waypoints
b	Use of navigation system and radio aids
c	Level flight, control of heading, altitude and airspeed, power setting, trim technique
d	Altimeter settings
e	Timing and revision of ETAs (en-route hold, if required)
f	Monitoring of flight progress, flight log, fuel usage, systems' management
g	Ice protection procedures, simulated if necessary
h	ATC liaison - compliance, R/T procedures

SECTION 3a — ARRIVAL PROCEDURES

a	Setting and checking of navigational aids, and identification of facilities, if applicable
b	Arrival procedures, altimeter checks
c	Altitude and speed constraints, if applicable
d	PBN arrival (if applicable): — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the arrival chart.

SECTION 4^a — 3D Operations^c

a	Must be performed by sole reference to instruments.
b	May be performed in an FFS, FTD 2/3 or FNPT II.
c	May be performed in either Section 4 or Section 5.
d	To establish or maintain PBN privileges one approach in either Section 4 or Section 5 shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD.

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a	Setting and checking of navigational aids Check Vertical Path angle For RNP APCH: — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the approach chart.
b	Approach and landing briefing, including descent/approach/landing checks, including identification of facilities
c ^c	Holding procedure
d	Compliance with published approach procedure
e	Approach timing
f	Altitude, speed heading control (stabilised approach)
g ^c	Go-around action
h ^c	Missed approach procedure/landing
i	ATC liaison – compliance, R/T procedures
SECTION 5^a – 2D OPERATIONS^d	
a	Setting and checking of navigational aids For RNP APCH: — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the approach chart.
b	Approach and landing briefing, including descent/approach/landing checks, including identification of facilities
c ^c	Holding procedure
d	Compliance with published approach procedure
a	Must be performed by sole reference to instruments.
b	May be performed in an FFS, FTD 2/3 or FNPT II.
c	May be performed in either Section 4 or Section 5.
d	To establish or maintain PBN privileges one approach in either Section 4 or Section 5 shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD.

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e	Approach timing
f	Altitude/Distance to MAPT, speed, heading control (stabilised approach), Step Down Fixes (SDF(s)), if applicable
g ^c	Go-around action
h ^c	Missed approach procedure/landing
i	ATC liaison – compliance, R/T procedures

SECTION 6 — FLIGHT WITH ONE ENGINE INOPERATIVE (multi-engine aeroplanes only)^a

a	Simulated engine failure after take-off or on go-around
b	Approach, go-around and procedural missed approach with one engine inoperative
c	Approach and landing with one engine inoperative
d	ATC liaison – compliance, R/T procedures;

a Must be performed by sole reference to instruments.

b May be performed in an FFS, FTD 2/3 or FNPT II.

c May be performed in either Section 4 or Section 5.

d To establish or maintain PBN privileges one approach in either Section 4 or Section 5 shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD.

(66) Appendix 8 is replaced by the following:

APPENDIX 8

Cross-crediting of the IR part of a class or type rating proficiency check

A. Aeroplanes

Credits shall be granted only if holders are revalidating or renewing IR privileges for single-pilot single-engine and single-pilot multi-engine aeroplanes, as appropriate.

If a skill test or a proficiency check including IR is performed, and holders have a valid:	Credit is valid towards the IR part in a proficiency check for:
MPA type rating; Single-pilot high-performance complex aeroplane type rating	SE class rating ^a , and SE type rating ^a , and SP ME class or type rating except for high-performance complex type ratings, only credits for Section 3B of

a Provided that within the preceding 12 months the applicants have flown at least three IFR departures and approaches exercising PBN privileges, including at least one RNP APCH approach on an SP class or type of aeroplane in SP operations, or, for multi-engine, other than HP complex aeroplanes, the applicants have passed Section 6 of the skill test for SP, other than HP complex aeroplanes flown solely by reference to instruments in SP operations.

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ANNEX

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	the proficiency check in point B.5 of Appendix 9
SP ME aeroplane class or type rating except for high-performance complex aeroplane type ratings, operated as single-pilot	SE class rating, and SE type rating, and SP ME class or type rating except for high-performance complex aeroplane type ratings
SP ME aeroplane class or type rating except for high-performance complex aeroplane type ratings, restricted to MP operations	SE class rating ^a , and SE type rating ^a , and SP ME class or type rating except for high-performance complex aeroplane type ratings ^a .
SP SE aeroplane class or type rating	SE class rating, and SE type rating
<p>a Provided that within the preceding 12 months the applicants have flown at least three IFR departures and approaches exercising PBN privileges, including at least one RNP APCH approach on an SP class or type of aeroplane in SP operations, or, for multi-engine, other than HP complex aeroplanes, the applicants have passed Section 6 of the skill test for SP, other than HP complex aeroplanes flown solely by reference to instruments in SP operations.</p>	

B. Helicopters

Credits shall be granted only if holders are revalidating IR privileges for single-engine and single-pilot multi-engine helicopters as appropriate.

If a skill test or a proficiency check, including IR, is performed and the holders have a valid:	Credit is valid towards the IR part in a proficiency check for:
Multi-pilot helicopter (MPH) type rating	SE type rating ^a ; and SP ME type rating ^a .
SP ME type rating, operated as single-pilot	SE type rating ^a ; and SP ME type rating ^a .
SP ME type rating, restricted to multi-pilot operation	SE type rating ^a ; and SP ME type rating ^a .
SP SE type rating, operated as single-pilot	SP SE type rating, operated as single - pilot;
<p>a Provided that within the preceding 12 months at least three IFR departures and approaches exercising PBN privileges, including one RNP APCH approach (could be a Point in Space (PinS) approach), have been performed on a SP type of helicopter in SP operations.</p>	

(67) in Appendix 9, Section B is amended as follows:

(a) the table in point (k) of point 5 is replaced by the following:

	(1)	(2)	(3)	(4)	(5)
Type of operation	SP	MP	SPMP (initial)	MPSP (initial)	SP + MP

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	Training checking	Testing checking	Training checking	Testing checking	Training checking	Testing checking	Training checking and checking (SE aeropl	Testing checking and checking (ME aeropl	SE aeropl	ME aeropl
Initial issue SP complex	Sections 1-6 1-7	Sections 1-6 1-6	Sections 1-7	Sections 1-6	MCC CRM Human factors TEM Section 7	Sections 1-6	Sections 6, 4.5, 4.6, 5.2 and, if applicab one approach from Section 3.B	Sections 6, 1.6, Section 6 and, if applicab one approach from Section 3.B		
Revalida tion SP complex	n/a	Sections 1-6 1-6	n/a	Sections 1-6	n/a	n/a	n/a	n/a	MPO: Sections 1-7 (training) Sections 1-6 (checking) SPO: 1.6, 4.5, 4.6, 5.2 and, if applicab one approach from Section 3.B	MPO: Sections 1-7 (training) Sections 1-6 (checking) SPO: 1.6, 1.6, Section 6 and, if applicab one approach from Section 3.B
Renewa l SP complex	FCL.740 Sections 1-6 1-6	FCL.740 Sections 1-6 1-6	FCL.740 Sections 1-6	FCL.740 Sections 1-6	n/a	n/a	n/a	n/a	Training: FCL.740 Check: as for the revalida	Training: FCL.740 Check: as for the revalida

(b) in the table following point (l) of point 5 the row for exercise 7.2.2. is replaced by the following:

7.2.2	The following	P	X				
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Changes to legislation: There are currently no known outstanding effects for the Commission Implementing Regulation (EU) 2019/1747. (See end of Document for details)

upset exercises: —	recovery from nose- high at various bank angles; and	An aeroplane shall not be used for this exercise			
—	recovery from nose- low at various bank angles.				

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

(68) in point ARA.GEN.220, points (a)(11) and (a)(12) are replaced and a new point (a)(13) is inserted as follows:

- (11) safety information and follow-up measures;
- (12) the use of flexibility provisions in accordance with Article 71 of Regulation (EU) 2018/1139; and
- (13) the evaluation and authorisation process of aircraft laid down in points ORA.ATO.135 (a) and DTO.GEN.240 (a).;

(69) a new point ARA.GEN.360 is inserted as follows:

ARA.GEN.360 Change of competent authority

- (a) Upon receiving a licence holder's request for a change of competent authority as specified in point FCL.015(d) of Annex I (Part-FCL), the receiving competent authority shall, without undue delay, request the competent authority of the licence holder to transfer, without undue delay, all of the following:
 - (1) a verification of the licence;
 - (2) copies of the licence holder's medical records kept by that competent authority in accordance with points ARA.GEN.220 and ARA.MED.150. The medical records shall be transferred in accordance with point MED.A.015 of Annex IV (Part-MED) and shall include a summary of the relevant medical history of the applicant, verified and signed by the medical assessor.
- (b) The transferring competent authority shall keep the licence holder's original licensing and medical records in accordance with points ARA.GEN.220, ARA.FCL.120 and ARA.MED.150.

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Changes to legislation: There are currently no known outstanding effects for the Commission Implementing Regulation (EU) 2019/1747. (See end of Document for details)

- (c) The receiving competent authority shall, without undue delay, reissue the licence and medical certificate provided that it has received and processed all documents specified in point (a). Upon the reissuance of the licence and medical certificate, the receiving competent authority shall immediately request the licence holder to surrender to it the licence issued by the transferring competent authority and the associated medical certificate.
- (d) The receiving competent authority shall immediately notify the transferring competent authority once it has reissued the licence and medical certificate to the licence holder and the licence holder has surrendered the licence and medical certificate pursuant to point (c). Until such a notification is received, the transferring competent authority remains responsible for the licence and the medical certificate originally issued to that licence holder.;

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

- (70) in point ORA.ATO.135, point (a) is replaced by the following:
 - (a) The ATO shall use an adequate fleet of training aircraft or FSTDs appropriately equipped for the training courses provided. The fleet of aircraft shall be composed of aircraft that comply with all requirements defined in Regulation (EU) 2018/1139. Aircraft that fall under points (a), (b), (c) or (d) of Annex I to Regulation (EU) 2018/1139, may be used for training if all of the following conditions are met:
 - (1) during an evaluation process the competent authority has confirmed a level of safety comparable to the one defined by all essential requirements laid down in Annex II to Regulation (EU) 2018/1139;
 - (2) the competent authority has authorised the use of the aircraft for training in the ATO.;

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

- (71) in point DTO.GEN.240, point (a) is replaced by the following:
 - (a) A DTO shall use an adequate fleet of training aircraft or FSTDs appropriately equipped for the training course provided. The fleet of aircraft shall be composed of aircraft that comply with all requirements defined in Regulation (EU) 2018/1139. Aircraft that fall under points (a), (b), (c) or (d) of Annex I to Regulation (EU) 2018/1139, may be used for training if all of the following conditions are met:
 - (1) during an evaluation process the competent authority has confirmed a level of safety comparable to the one defined by all essential requirements laid down in Annex II to Regulation (EU) 2018/1139;
 - (2) the competent authority has authorised the use of the aircraft for training in the DTO.;

Status: Point in time view as at 15/10/2019.

Changes to legislation: There are currently no known outstanding effects for the
Commission Implementing Regulation (EU) 2019/1747. (See end of Document for details)

- (1) [OJ L 212, 22.8.2018, p. 1.](#)
- (2) Commission Regulation (EU) No 1178/2011 of 3 November 2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council ([OJ L 311, 25.11.2011, p. 1.](#))
- (3) Commission Regulation (EU) 2018/1119 of 31 July 2018 amending Regulation (EU) No 1178/2011 as regards declared training organisations ([OJ L 204, 13.8.2018, p. 13.](#))

Status:

Point in time view as at 15/10/2019.

Changes to legislation:

There are currently no known outstanding effects for the Commission Implementing Regulation (EU) 2019/1747.