

**Draft Annex I, II, III, IV, V and VI
to draft Commission Implementing Regulation (EU) .../...
amending 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**

ANNEX I

Amendments to Annex I (Part-FCL) to Commission Regulation (EU) No 1178/2011

- (1) Point FCL.010 is amended as follows:
- (a) the definition of ‘airship’ is replaced by the following:

“Airship” means a power-driven lighter-than-air aircraft, with the exception of hot-air airships, which are considered to be balloons as per Article 2(7) of Commission Regulation (EU) 2018/395.’;
 - (b) the definition of ‘flight time’ is replaced by the following:

“Flight time”:

 - for aeroplanes, touring motor gliders and powered-lift aircraft, it means the total time from the moment an aircraft first moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight;
 - for helicopters, it means the total time from the moment a helicopter’s rotor blades start turning until the moment the helicopter finally comes to rest at the end of the flight, and the rotor blades are stopped;
 - for airships, it means the total time from the moment an airship is released from the mast for the purpose of taking off until the moment the airship finally comes to rest at the end of the flight, and is secured on the mast’;
 - (c) the definition of ‘powered sailplane’ is replaced by the following:

“Powered sailplane” means a sailplane equipped with one or more engines that has, with engines inoperative, the characteristics of a sailplane.’;
 - (d) the definition of ‘touring motor glider’ is replaced by the following:

“Touring motor glider (TMG)” means, unless otherwise specified in accordance with Annex I (Part 21) to Regulation (EU) No 748/2012, a specific class of powered sailplanes that has an integrally mounted, non-retractable engine and a non-retractable propeller. It shall be capable of taking off and climbing under its engine power according to its flight manual.’;
 - (e) the following definitions are inserted:
 - (i) “En route IFR flight” means the phase of an IFR flight that commences after the completion of an IFR departure procedure and finishes when commencing an IFR approach procedure.’; and
 - (ii) “Limited panel instrument flight” means attitude interpretation by reference to pressure instruments, turn rate gyro and slip indicator.’;
 - (f) the following definitions are deleted:
 - ‘Class of balloon’ and
 - ‘Group of balloon’;
- (2) point FCL.015 is amended as follows:
- (a) paragraph (a) is replaced by the following:

- ‘(a) An application for the issue, revalidation or renewal of pilot licences and associated ratings and certificates as well as any amendment thereto shall be submitted to the competent authority in a form and manner established by this authority. The application shall be accompanied by evidence that applicants comply with the requirements for the issue, revalidation or renewal of the licence or certificate as well as associated ratings or endorsements, established in this Annex (Part-FCL) and in Annex IV (Part-MED).’;
- (b) paragraph (b) is replaced by the following:
 ‘(b) Unless otherwise specified in this Part, any limitation or extension of the privileges granted by a licence, rating or certificate shall be endorsed in the licence or certificate by the competent authority.’;
- (c) paragraph (d) is replaced by the following:
 ‘(d) A licence holder shall submit applications as specified in paragraph (a) to the competent authority designated by the Member State in which his or her licence in accordance with this Annex (Part-FCL), Annex III (Part-BFCL) to Commission Regulation (EU) 2018/395, or with Annex III (Part-SFCL) to Commission Implementing Regulation (EU) 2018/1976, as applicable, was issued.
- (d) new paragraphs (e) and (f) and added as follows:
 ‘(e) Without prejudice to paragraph (d), the holder of a licence that has been issued in accordance with this Annex (Part-FCL) may request a change of competent authority. Such a request shall include a transfer of all licensing and medical records related to all licences held by that person, as specified in paragraph (d), to the competent authority designated by another Member State.
 (f) The applicant for the issue of a licence, rating or certificate shall apply not later than 6 months after having succeeded at the skill test or assessment of competence.’;
- (3) in point FCL.020, paragraph (b) is replaced by the following:
 ‘(b) Before his or her first solo flight, a student pilot shall be at least 16 years of age.’;
- (4) point FCL.025(c)(1) is amended as follows:
 (a) paragraph (i) is replaced by the following:
 ‘(i) for the issue of a light aircraft pilot licence or a private pilot licence, for a period of 24 months;’;
 (b) paragraphs (ii) and (iii), including the closing phrase, are replaced by the following:
 ‘(ii) for the issue of a commercial pilot licence or instrument rating (IR), for a period of 36 months;
 (iii) for the issue of a basic instrument rating (BIR), for an unlimited duration.
 The periods in paragraphs (i) and (ii) shall be counted from the day on which the pilots successfully complete the theoretical knowledge examination, in accordance with paragraph (b)(2).’;
- (5) in point FCL.035, paragraph (b) is replaced by the following:
 ‘(b) Crediting of theoretical knowledge

- (1) An applicant that has passed the theoretical knowledge examination for an airline transport pilot licence shall be credited with the theoretical knowledge requirements for the light aircraft pilot licence, the private pilot licence, the commercial pilot licence and, except in the case of helicopters, the IR and the BIR in the same category of aircraft.
- (2) An applicant that has passed the theoretical knowledge examination for a commercial pilot licence shall be credited with the theoretical knowledge requirement for:
 - (i) the light aircraft pilot licence in the same category of aircraft;
 - (ii) the private pilot licence in the same category of aircraft; and
 - (iii) the theoretical knowledge examination for the BIR. This credit shall include the IFR part of the subject ‘communications’ only if the subject ‘communications’ was completed in accordance with point FCL.310, as amended by Commission Implementing Regulation (EU) 2018/1974.
- (3) The holder of an IR or an applicant that has passed the IR theoretical knowledge examination for a category of aircraft shall be fully credited towards the requirements for the theoretical knowledge instruction and examination for:
 - (i) the IR in another category of aircraft; and
 - (ii) the BIR.
- (4) The holder of a pilot licence shall be credited towards the requirements for theoretical knowledge instruction and examination for a licence in another category of aircraft in accordance with Appendix 1 to this Part.
- (5) By way of derogation from paragraph (b)(3), the holder of an IR(A) who has completed a competency-based modular IR(A) course shall only be credited in full towards the requirements for theoretical knowledge instruction and examination for an IR in another category of aircraft when the holder has also passed the theoretical knowledge instruction and examination for the IFR part of the course required in accordance with FCL.720.A(b)(2)(i).

This credit also applies to applicants for a pilot licence who have already successfully completed the theoretical knowledge examinations for the issue of that licence in another category of aircraft, as long as it is within the validity period specified in FCL.025(c).’;

- (6) point FCL.055 is amended as follows:
 - (a) in paragraph (d), the introductory sentence is replaced by the following:

‘(d) Specific requirements for holders of an instrument rating (IR). By way of derogation from the paragraphs above, holders of an IR shall have demonstrated the ability to use the English language at a level which allows them to:’;
 - (b) paragraph (e) is replaced by the following:

‘(e) The demonstration of language proficiency and the use of English for IR holders shall be done through a method of assessment that is established by any competent authority.’;

- (7) point FCL.060 is amended as follows:
- (a) paragraph (a) is deleted;
 - (b) in paragraph (b), the introductory sentence is replaced by the following:
 - ‘(b) Aeroplanes, helicopters, powered-lift aircraft and airships. A pilot shall not operate an aircraft in commercial air transport or to carry passengers.’;
- (8) point FCL.065 is amended as follows:
- (a) paragraph (b) is replaced by the following:
 - ‘(b) Age 65. The holder of a pilot licence who has attained the age of 65 years shall not act as a pilot of an aircraft that is engaged in commercial air transport.’;
 - (b) paragraph (c) is deleted;
- (9) point FCL.100 is replaced by the following:
- ‘FCL.100 LAPL — Minimum age**
Applicants for the LAPL for aeroplanes or helicopters shall be at least 17 years of age.’;
- (10) in point FCL.110.A, paragraph (b) is replaced by the following:
- ‘(b) Specific requirements for applicants who hold an SPL issued in accordance with Annex III (Part-SFCL) to Commission Implementing Regulation (EU) 2018/1976, including privileges to fly TMGs. Applicants for an LAPL(A) who hold an SPL with the privileges to fly TMGs shall have completed at least 21 hours of flight time on TMGs after the endorsement of the TMG privileges and complied with the requirements of FCL.135.A(a) on aeroplanes.’;
- (11) in point FCL.135.A, the following paragraph (c) is added:
- ‘(c) An applicant for the extension of privileges of the LAPL(A) to TMG who also holds an SPL in accordance with Annex III (Part-SFCL) to Commission Implementing Regulation (EU) 2018/1976, including the privileges to fly on TMGs, shall receive full credits towards the requirements in paragraph (a).’;
- (12) Sections 4 and 5 of Subpart B are deleted;
- (13) the title of Subpart C is amended as follows:
- ‘PRIVATE PILOT LICENCE (PPL)’;**
- (14) point FCL.200 is replaced by the following:
- ‘FCL.200 Minimum age**
An applicant for a PPL shall be at least 17 years of age.’;

- (15) point FCL.210 is replaced by the following:

‘FCL.210 Training course

Applicants for a PPL shall complete a training course at an ATO or a DTO. The course shall include theoretical knowledge and flight instruction appropriate to the privileges granted.’;

- (16) in point FCL.215, the introductory sentence is replaced by the following:

‘Applicants for a PPL shall demonstrate a level of theoretical knowledge appropriate to the privileges granted through examinations in the following subjects:’;

- (17) point FCL.235 is amended as follows:

- (a) paragraph (a) is replaced by the following:

‘(a) Applicants for a PPL shall demonstrate through the completion of a skill test the ability to perform, as PIC on the appropriate aircraft category, the relevant procedures and manoeuvres with the competency appropriate to the privileges granted.’;

- (b) paragraph (b) is replaced by the following:

‘(b) An applicant for the skill test shall have received flight instruction on the same class or type of aircraft to be used for the skill test.’;

- (18) in point FCL.210.A, paragraph (c) is amended as follows:

- (a) the introductory sentence is replaced by the following:

‘(c) Specific requirements for applicants who hold an SPL issued in accordance with Annex III (Part-SFCL) to Commission Implementing Regulation (EU) 2018/1976, including privileges to fly TMGs. Applicants for a PPL(A) who hold an SPL with the privileges to fly TMGs shall have completed:’;

- (b) subparagraph (1) is replaced by the following:

‘(1) at least 24 hours of flight time on TMGs after endorsement of the TMG privileges; and’;

- (19) in point FCL.210.As, paragraph (b) is replaced by the following:

‘(b) Applicants who hold a BPL issued in accordance with Annex III (Part-BFCL) to Commission Regulation (EU) 2018/395 and are qualified to fly hot-air airships shall be credited with 10 % of their total flight time as PIC on such airships up to a maximum of 5 hours.’;

- (20) in Subpart C, Sections 5 and 6 are deleted;

- (21) point FCL.600 is replaced by the following:

‘FCL.600 IR — General

Except as provided in FCL.835, operations under IFR on an aeroplane, helicopter, airship or powered-lift aircraft shall only be conducted by holders of a PPL, CPL, MPL and ATPL with an IR appropriate to the category of aircraft or when undergoing skill testing or dual instruction.’;

- (22) in point FCL.700, paragraph (a) is replaced by the following:
- ‘(a) Holders of a pilot licence shall not act in any capacity as pilots of an aircraft unless they have a valid and appropriate class or type rating, except in any of the following cases:
- (1) for LAPL;
 - (2) when they take skill tests or proficiency checks for renewal of class or type ratings;
 - (3) when they receive flight instruction; and
 - (4) when they hold a flight test rating issued in accordance with point FCL.820.’;
- (23) in point FCL.725, the following paragraph (f) is added:
- ‘(f) An applicant for a class rating for TMGs who also holds an SPL in accordance with Annex III (Part-SFCL) to Commission Implementing Regulation (EU) 2018/1976, including the privileges to fly on TMGs, shall receive full credits towards the requirements in paragraphs (a), (b) and (c).’;
- (24) point FCL.740.A is amended as follows:
- (a) paragraph (a)(4) is replaced by the following:

‘(4) The revalidation of a BIR or an IR(A), if held, may be combined with a proficiency check for the revalidation of a class or type rating.’
 - (b) paragraph (b)(1) is replaced by the following:

‘(1) Single-engine piston aeroplane class ratings and TMG class ratings. For the revalidation of single-pilot single-engine piston aeroplane class ratings or TMG class ratings, the applicant shall:’;
 - (c) a new paragraph (b)(5) is added:

‘(5) The proficiency check for the revalidation of a single-pilot single-engine aeroplane class rating may be combined with the proficiency check for the revalidation of a BIR, in accordance with FCL.835(g)(8).’;
- (25) point FCL.800 is amended as follows:
- (a) paragraph (a) is replaced by the following:

‘(a) Holders of a pilot licence with privileges to fly aeroplanes or TMGs shall only undertake aerobatic flights when they hold an aerobatic rating in accordance with this point.’;
 - (b) paragraph (b)(1) is replaced by the following:

‘(1) after the issue of the licence, at least 30 hours of flight time as PIC in aeroplanes or TMGs;’;
 - (c) paragraph (b)(2)(ii) is replaced by the following:

‘(ii) at least 5 hours of aerobatic instruction in aeroplanes or TMGs flown with engine power.’;
 - (d) paragraph (c) is replaced by the following:

‘(c) The privileges of the aerobatic rating shall be limited to aerobatic flight in either aeroplanes or TMGs flown with engine power, depending on which aircraft the requirements of (b)(1) and (b)(2)(ii) were complied with. This limitation shall be lifted upon application when a pilot has successfully completed at least 3 dual training flights in aeroplanes or TMGs flown with engine power, as applicable, covering the full aerobatic training syllabus.’;

(e) paragraph (d) is added as follows:

‘(d) Applicants for an aerobatic rating who also hold a TMG class rating as well as advanced aerobatic privileges for sailplanes with privileges as specified in point SFCL.200(d) of Annex III (Part-SFCL) to Commission Implementing Regulation (EU) 2018/1976 shall:

- (1) after having complied with the requirements of (b)(1) and (b)(2)(ii) in aeroplanes, be exempted from getting their aerobatic rating limited to aeroplanes, as specified in paragraph (c); or
- (2) receive full credit towards the requirements in paragraph (b) for the issue of an aerobatic rating restricted to TMGs flown with engine power. This limitation shall be lifted upon application when a pilot has completed the training as specified in paragraph (c).’;

(26) point FCL.805 is amended as follows:

(a) paragraph (b)(2)(iii) is replaced by the following:

‘(iii) except for holders of an SPL in accordance with Annex III (Part-SFCL) to Commission Implementing Regulation (EU) 2018/1976, 5 familiarisation flights in a sailplane which is launched by an aircraft.’;

(b) paragraph (g) is added:

‘(g) Applicants for a sailplane towing or banner towing rating on TMGs in accordance with this point shall receive full credit towards the requirements of paragraph (b) or (c), as applicable, when they hold a sailplane towing or banner towing rating in accordance with point SFCL.205 of Annex III (Part-SFCL) to Commission Implementing Regulation (EU) 2018/1976, as applicable, or when they have fulfilled all the requirements for the issue of that rating.’;

(27) point FCL.810 is amended as follows:

(a) paragraph (a)(1) is replaced by the following:

‘(1) If the privileges of an LAPL or a PPL for aeroplanes, TMGs or airships are to be exercised in VFR conditions at night, applicants shall have completed a training course at a DTO or at an ATO. The course shall comprise:’;

(b) paragraph (a)(4) is added:

‘(4) Applicants for a night rating for aeroplanes or TMGs in accordance with this subparagraph shall receive full credit towards the requirements of subparagraphs (1) and (2) when they hold a TMG night rating in accordance with point SFCL.210 of Annex III (Part-SFCL) to Commission Implementing Regulation (EU) 2018/1976 or when they have fulfilled all the requirements for the issue of that rating.’;

(c) paragraph (c) is deleted;

(28) in point FCL.815, the introductory sentence of paragraph (a) is replaced by the following:

‘(a) Privileges. The privileges of the holder of a mountain rating are to conduct flights with aeroplanes or TMGs to and from surfaces which are designated by the appropriate authorities designated by the Member States to require such a rating.

Holders of an LAPL or a PPL with privileges to fly aeroplanes or TMGs may obtain the initial mountain rating either on:’;

(29) point FCL.825 is deleted;

(30) point FCL.830 is deleted;

(31) point FCL.835 is inserted as follows:

‘FCL.835 Basic instrument rating (BIR)

(a) Privileges and conditions

- (1) The privileges of a BIR holder are to conduct flights under IFR on single-pilot aeroplanes for which class ratings are held, excluding high-performance aeroplanes and aeroplane variants for which operational suitability data has determined that an IR is required.
- (2) BIR privileges shall only be exercised in accordance with FCL.205.A, after completion of the relevant training modules of FCL.835(c).
- (3) BIR privileges may be exercised at night if the pilot holds a night rating in accordance with FCL.810.
- (4) The privileges of a multi-engine BIR shall also be valid on single-engine aeroplanes for which the pilot holds a valid single-engine class rating.
- (5) The exercise of BIR privileges shall be subject to the following conditions:
 - (i) the decision height (DH) or minimum descent height (MDH) used in aerodrome operating minima shall be at least 200 ft greater than what would otherwise be calculated according to “NCO.OP.110 Aerodrome operating minima — aeroplanes and helicopters” and “NCO.OP.111 Aerodrome operating minima — NPA, APV, CAT I operations”; and
 - (ii) the visibility used in aerodrome operating minima shall not be less than 1 500 m;
 - (iii) the pilot-in-command shall not commence or continue a flight under IFR, unless:
 - (A) at the aerodrome of departure, the visibility is at least 1 500 m and the cloud ceiling is at least 600 ft, or the published circling minimum applicable to the aeroplane category, whichever is the greater; and
 - (B) at the aerodrome and at any required alternate aerodrome the available current meteorological information indicates, for the period from 1 hour before until 1 hour after the estimated time of arrival, or from the actual time of departure to 1 hour after the estimated time of arrival, whichever

period is shorter, a visibility of at least 1 500 m and a cloud ceiling of at least 600 ft, or the published circling minimum applicable to the aeroplane category, or the DH/MDH incremented by 200 ft in accordance with (i), whichever is the greater.

- (b) Prerequisites. Applicants for the BIR shall hold at least a PPL(A).
- (c) Training course. Applicants for the BIR shall have completed at an ATO:
 - (1) theoretical knowledge instruction in accordance with FCL.615(a); and
 - (2) flight instruction that:
 - (i) comprises the following instrument flight instruction modules:
 - (A) module 1 — the core flying training module of flight handling skills by sole reference to instruments;
 - (B) module 2 — the applied flying training module of IFR departure, holding, 2D and 3D approach procedures;
 - (C) module 3 — the applied flying training module of en-route IFR flight procedures; and
 - (D) module 4 — if a multi-engine BIR is sought, the applied flying training module with one engine inoperative shall include asymmetric instrument approach and go-around procedures; and
 - (ii) complies with the following requirements:
 - (A) The module specified in (c)(2)(i)(A) shall be completed first. The modules specified in (c)(2)(i)(B) and (c)(2)(i)(C), and, if applicable, (c)(2)(i)(D), may be completed in an order chosen by the applicant.
 - (B) The modules specified in (c)(2) may be completed in aeroplanes, FSTDs or a combination of these. In any case, the applicant shall receive training in the aeroplane to be used for the skill test.
 - (C) The module specified in (c)(2)(i)(C) may be completed outside an ATO.
 - (D) Prior to commencing the module specified in (c)(2)(i)(D), a pilot who does not hold a multi-engine aeroplane class or type rating shall have received the multi-engine training specified in Subpart H of this Annex.
- (d) Theoretical knowledge. Prior to taking the skill test, the applicant shall demonstrate a level of theoretical knowledge that is appropriate to the privileges granted, through examinations in the subjects referred to in FCL.615(b). The theoretical knowledge examination shall consist of one examination paper associated with each module as specified in (c)(2)(i)(A), (c)(2)(i)(B) and (c)(2)(i)(C).
- (e) Skill test. After the completion of the training, the applicant shall pass a skill test in an aeroplane in accordance with Appendix 7 to this Annex. For a multi-engine BIR, the skill test shall be taken in a multi-engine aeroplane. For a single-engine BIR, the skill test shall be taken in a single-engine aeroplane. A multi-engine centreline thrust aeroplane shall be considered to be a single-engine aeroplane for the purposes of this paragraph.
- (f) By way of derogation from (d), the holder of a single-engine BIR who also holds a multi-engine class rating and who wishes to obtain a multi-engine BIR for the first time shall complete a course of training at an ATO that comprises the training as specified in paragraph (c)(2)(i)(D) and shall pass the skill test referred to in paragraph (g).

- (g) Validity, revalidation and renewal
- (1) A BIR shall be valid for 1 year.
 - (2) Applicants for the revalidation of a BIR shall:
 - (i) within a period of 3 months immediately preceding the expiry date of the rating, pass a proficiency check in accordance with Appendix 9 to this Part in an aeroplane; or
 - (ii) within 12 months preceding the expiry date of the rating, complete 6 hours as PIC under IFR including 3 instrument approach procedures and complete a training flight of at least 1 hour with an instructor who holds privileges to provide training for the BIR.
 - (3) For each alternate subsequent revalidation, the holder of the BIR shall pass a proficiency check in accordance with paragraph (i)(2)(i).
 - (4) If a pilot chooses to fulfil the revalidation requirements earlier than what is prescribed in paragraph (g)(2), the new validity period shall commence from the date of the proficiency check or flight with an instructor.
 - (5) Applicants who fail to pass the relevant sections of a BIR proficiency check before the expiry date of the BIR shall not exercise the BIR privileges until they have passed the proficiency check.
 - (6) If a BIR has expired, in order to renew their privileges, applicants shall:
 - (i) complete refresher training provided by an instructor who holds privileges to provide training for the BIR to reach the level of proficiency needed; and
 - (ii) pass a proficiency check.
 - (7) For a multi-engine BIR, the proficiency check for the revalidation or renewal as well as the flying training required in paragraph (g)(2)(ii) shall be completed in a multi-engine aeroplane.
 - (8) The proficiency check for the revalidation or renewal of a BIR may be combined with a proficiency check for the revalidation or renewal of a single-pilot aeroplane class rating on which BIR privileges may be exercised in accordance with point FCL.835(a)(1).
- (h) Applicants for the BIR who hold a Part-FCL PPL or CPL and a valid IR(A) issued in accordance with the requirements of Annex 1 to the Chicago Convention by a third country may be credited in full towards the training course referred to in paragraph (c)(2). In order to be issued with the BIR, the applicants shall:
- (1) successfully complete the skill test referred to in paragraph (e);
 - (2) demonstrate orally to the examiner during the skill test that they have acquired an adequate level of theoretical knowledge of air law, meteorology, and flight planning and performance; and
 - (3) have, at a minimum, experience of at least 25 hours of flight time under IFR as PIC on aeroplanes.’;
- (32) point FCL.915(c)(1) is replaced by the following:
- ‘(c) Credit towards further instructor certificates and for the purpose of revalidation:

- (1) Full credit towards the teaching and learning skills may be granted to:
- (i) holders of an instructor certificate who apply for further instructor certificates; and
 - (ii) applicants for an instructor certificate who already hold an instructor certificate issued in accordance with Annex III (Part-BFCL) to Commission Regulation (EU) 2018/395 or with Annex III (Part-SFCL) to Commission Implementing Regulation (EU) 2018/1976.’;

(33) point FCL.905.FI is amended as follows:

- (a) paragraph (a) is replaced by the following:
‘(a) a PPL and LAPL in the appropriate aircraft category;’;
- (b) paragraph (b) is replaced by the following:
‘(b) class and type ratings for single-pilot, single-engine aircraft, except for single-pilot high-performance complex aeroplanes;’;
- (c) in paragraph (g), both the introductory phrase and paragraph (g)(1) are replaced by the following:
‘(g) a BIR or an IR in the appropriate aircraft category, provided that they have:
 - (1) in the case of providing training for an IR, at least 200 hours of flight time under IFR, of which up to 50 hours may be instrument ground time in an FFS, an FTD 2/3 or an FNPT II;’;
- (d) paragraph (f) is replaced by the following:
‘(f) a towing or aerobatic rating, provided that such privileges are held and the FI has demonstrated the ability to instruct for that rating to an FI who is qualified in accordance with point (i);’;
- (e) paragraph (i)(1) is replaced by the following:
‘(1) completed at least 500 hours of flight instruction in the appropriate aircraft category;’;

(34) point FCL.910.FI is amended as follows:

- (a) paragraph (a)(1) is replaced by the following:
‘(1) for the issue of the PPL and LAPL;’;
- (b) paragraph (a)(3) is replaced by the following:
‘(3) for class and type ratings for single-pilot, single-engine aircraft, except for single-pilot high-performance complex aeroplanes;’;
- (c) paragraph (c)(3) is replaced by the following:
‘(3) for the FI(As), 15 hours or 50 take-offs of flight instruction covering the full training syllabus for the issue of a PPL(As).’;

- (35) in point FCL.915.FI, paragraphs (e) and (f) are deleted;
- (36) point FCL.930.FI is amended as follows:
- (a) paragraph (b)(2) is replaced by the following:
 - ‘(2) at least 100 hours of theoretical knowledge instruction, including progress tests;’;
 - (b) paragraph (b)(3)(ii) is replaced by the following:
 - ‘(ii) in the case of an FI(As), at least 20 hours of flight instruction, of which 15 hours shall be dual flight instruction.’;
 - (c) paragraphs (b)(3)(iii), (iv) and (v) are deleted;
- (37) point FCL.940.FI is amended as follows:
- (a) paragraph (a)(1)(i) is replaced by the following:
 - ‘(i) in the case of an FI(A) and an FI(H), at least 50 hours of flight instruction in the appropriate aircraft category during the period of validity of the certificate as FIs, TRIs, CRIs, IRIs, MIs or examiners. If the privileges to instruct for the BIR and the IR are to be revalidated, 10 of these 50 hours shall be flight instruction for an IR or BIR and shall have been completed within the last 12 months immediately preceding the expiry date of the FI certificate. If the privileges to instruct for the BIR only are to be revalidated, 5 of these 50 hours shall be flight instruction for an IR or BIR;’;
 - (b) paragraphs (a)(1)(iii) and (iv) are deleted;
 - (c) paragraph (b) is replaced by the following:
 - ‘(b) For at least each alternative subsequent revalidation, in the case of FI(A) or FI(H), or each third revalidation, in the case of FI(As), the holder shall have to pass an assessment of competence in accordance with point FCL.935.’;
- (38) in point FCL.905.TRI, paragraph (a) is replaced by the following:
- ‘(a) the revalidation and renewal of an IR, provided the TRI holds a valid IR;’;
- (39) in point FCL.905.IRI, paragraph (a) is replaced by the following:
- ‘(a) The privileges of IRIs are to instruct for the issue, revalidation and renewal of a BIR and an IR in the appropriate aircraft category.’;
- (40) in point FCL.905.STI, paragraph (a)(2) is replaced by the following:
- ‘(2) the issue, revalidation or renewal of a BIR and an IR and a class or type rating for single-pilot aircraft, except for single-pilot high-performance complex aeroplanes.’;
- (41) point FCL.1005.FE is amended as follows:
- (a) paragraph (a)(5) is replaced by the following:
 - ‘(5) skill tests for the issue and proficiency checks for the revalidation and renewal of a BIR, provided that they have completed as least 1 000 hours as PIC in aeroplanes,

including at least 250 hours of flight instruction, and hold the privilege to conduct instrument flight instruction.’;

(b) paragraphs (d) and (e) are deleted;

(42) in point FCL.1005.TRE, paragraph (a)(2) is replaced by the following:

‘(2) proficiency checks for the revalidation or renewal of type ratings and IRs.’;

(43) in point FCL.1005.CRE, paragraph (b)(3) is replaced by the following:

‘(3) revalidation and renewal of BIRs, provided that the CRE has completed:

- (i) 1 500 hours of flight time as a pilot of aeroplanes; and
- (ii) 450 hours of flight time under IFR; and’;

(44) point FCL.1005.IRE is replaced by the following:

‘FCL.1005.IRE IRE — Privileges

The privileges of holders of an instrument rating examiner (IRE) certificate are to conduct skill tests for the issue and proficiency checks for the revalidation or renewal of BIRs and IRs.’;

(45) in point FCL.1005.FIE, paragraph (c) is amended as follows:

‘(c) FIE(As). The privileges of an FIE on airships are to conduct assessments of competence for the issue, revalidation or renewal of instructor certificates of airships, provided that the relevant instructor certificate is held.’;

(46) in point FCL.1010.FIE, paragraphs (d) and (e) are deleted;

(47) Appendix 1 is amended as follows:

(a) point 1 is replaced by the following:

‘1. **LAPL and PPL**’;

(b) paragraph 1.1 is replaced by the following:

‘1.1. For the issue of an LAPL or PPL, the holder of an LAPL or PPL in another category of aircraft, a BPL issued in accordance with Annex III (Part-BFCL) to Commission Regulation (EU) 2018/395, or an SPL issued in accordance with Annex III (Part-SFCL) to Commission Implementing Regulation (EU) 2018/1976 shall be fully credited with theoretical knowledge on the common subjects established in point FCL.120(a).’;

(c) in paragraph 1.2, the introductory sentence is replaced by the following:

‘1.2. By way of derogation from the paragraphs above, for the issue of an LAPL or PPL, the holder of a licence in another category of aircraft shall receive theoretical knowledge instruction and shall pass theoretical knowledge examinations to the appropriate level in the following subjects.’;

(d) paragraph 1.3 is replaced by the following:

‘1.3. For the issue of a PPL, the holder of an LAPL in the same category of aircraft shall be credited in full towards the theoretical knowledge instruction and examination requirements.’;

(e) paragraph 1.4 is replaced by the following:

‘1.4 By way of derogation from paragraph 1.2, for the issue of an LAPL(A), the holder of an SPL issued in accordance with Annex III (Part-SFCL) to Commission Implementing Regulation (EU) 2018/1976 with privileges to fly TMGs shall demonstrate an adequate level of theoretical knowledge for the single-engine piston aeroplane-land class in accordance with FCL.135.A(a)(2).’;

(f) paragraph 4.1 is replaced by the following:

‘4.1 An applicant for an IR, or for a BIR when seeking credit under FCL.035(b)(3)(ii), who has passed the relevant theoretical examinations for a CPL in the same aircraft category is credited towards the theoretical knowledge requirements in the following subjects:

- Human Performance,
- Meteorology.’;

(48) In Appendix 6, Chapter Aa is amended as follows:

(a) paragraphs 9 and 10 are renumbered to 11 and 12;

(b) paragraphs 9 and 10 are inserted as follows:

‘9. Applicants for the competency-based modular IR(A) who hold a BIR in accordance with FCL.835, and who have received at least 10 hours of instrument flight time under instruction at an ATO, may be credited in full towards the training course mentioned in paragraph 4, provided that all competency-based instrument rating topics have been included, as assessed by the ATO that provides the competency-based modular flying training course.

10. Applicants for the competency-based modular IR(A) who hold a BIR and have, at a minimum, experience of at least 50 hours of flight time under IFR as PIC on aeroplanes, shall:

(a) at an ATO:

- (i) be assessed as having an acceptable standard of competency-based instrument rating theoretical knowledge;
- (ii) receive appropriate flight training to extend IFR privileges in accordance with FCL.605.IR(a);

(b) after completion of (a);

- (i) successfully complete the skill test for the IR(A) in accordance with Appendix 7;
- (ii) demonstrate orally to the examiner during the skill test that they have acquired an adequate level of theoretical knowledge of air law, meteorology, and flight planning and performance.’;

- (49) Appendix 7 is amended as follows:
- (a) the title is replaced by '**BIR and IR skill test**';
 - (b) paragraph 1 is replaced by the following:
 - '1. An applicant shall have received instruction on the same class or type of aircraft to be used in the test which shall be appropriately equipped for the training and testing purposes.';
 - (b) paragraph 7 is replaced by the following:
 - '9. An applicant shall indicate to the examiner the checks and duties carried out, including the identification of radio facilities. The examiner shall take no part in the operation of the aircraft, except when intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic. Responsibility for the flight shall be allocated in accordance with national regulations.';
- (50) the title of Appendix 9 replaced by '**Training, skill test and proficiency check for MPL, ATPL, type and class ratings, and proficiency check for BIR and IR**'.

ANNEX II

Amendments to Annex III to Commission Regulation (EU) No 1178/2011

- (1) In point 7 of Section A, the introductory sentence is replaced by the following:
 - '7. By way of derogation from the provisions of the points above, Member States may, for, competition flights or display flights of limited duration, accept a licence issued by a third country allowing the holder to exercise the privileges of a PPL as specified in Annex I, a BPL as specified in Annex III (Part-BFCL) to Commission Regulation (EU) 2018/395 or an SPL as specified in Annex III (Part-SFCL) to Commission Implementing Regulation (EU) 2018/1976, provided:';

- (2) in point 8 of Section A, the introductory sentence is replaced by the following:
 - '8. By way of derogation from the provisions of the points above, Member States may accept a licence which is equivalent to one of those referred to in point 7 and issued in compliance with the requirements of Annex 1 to the Chicago Convention by a third country for a maximum of 28 days per calendar year for specific non-commercial tasks, provided the applicant:';

- (3) point 1 of Section B is replaced by the following:
 - '1. The competent authority of a Member State may convert a licence which is issued in compliance with the requirements of Annex 1 to the Chicago Convention by a third country and which is:
 - (a) a licence equivalent to those specified in point 7; or
 - (b) a CPL or an ATPL,into a PPL in accordance with Annex I (Part-FCL) with a single-pilot class or type rating, a BPL in accordance with Annex III (Part-BFCL) to Commission Regulation (EU) 2018/395 or an SPL in accordance with Annex III (Part-SFCL) to Commission Implementing Regulation (EU) 2018/1976.';

- (4) point 2 of Section B is amended as follows:
 - (a) paragraph (b) is replaced by the following:
 - '(b) pass the PPL, BPL or SPL skill test, as relevant, in accordance with Annex I (Part-FCL) to Commission Regulation (EU) No 1178/2011, Annex III (Part-BFCL) to Commission Regulation (EU) 2018/395 or Annex III (Part-SFCL) to Commission Implementing Regulation (EU) 2018/1976;';
 - (b) paragraph (d) is replaced by the following:
 - '(d) hold a medical certificate, as required and issued in accordance with Annex IV (Part-MED) to Commission Regulation (EU) No 1178/2011;'

ANNEX III

Amendments to Annex IV (Part-MED) to Commission Regulation (EU) No 1178/2011

Point MED.A.030 is amended as follows:

(a) paragraph (c) is replaced by the following:

‘(c) When exercising the privileges of (a):

- (1) light aircraft pilot licence (LAPL), a balloon pilot licence (BPL) issued in accordance with Annex III (Part-BFCL) to Commission Regulation (EU) 2018/395, or a sailplane pilot licence (SPL) issued in accordance with Annex III (Part-SFCL) to Commission Implementing Regulation (EU) 2018/1976, the pilot shall hold at least a valid LAPL medical certificate;
- (2) private pilot licence (PPL), the pilot shall hold at least a valid class 2 medical certificate;
- (3) BPL for the purpose of:
 - (i) commercial passenger ballooning, the pilot shall hold at least a valid class 2 medical certificate;
 - (ii) commercial operation other than commercial passenger ballooning, with more than 4 persons on board the aircraft, the pilot shall hold at least a valid class 2 medical certificate;
- (4) SPL for the purpose of commercial sailplane operations other than those specified in Article 3(2) of Commission Implementing Regulation (EU) YYYY/XX, the pilot shall hold at least a valid class 2 medical certificate;
- (5) a commercial pilot licence (CPL), a multi-crew pilot licence (MPL) or an airline transport pilot licence (ATPL), the pilot shall hold a valid class 1 medical certificate.’;

(b) paragraph (e) is replaced by the following:

‘(e) If an instrument rating or basic instrument rating is added to a PPL, the licence holder shall undergo pure tone audiometry examinations in accordance with the periodicity and the standard required for class 1 medical certificate holders.’

ANNEX IV

Amendments to Annex VI (Part-ARA) to Commission Regulation (EU) No 1178/2011

- (1) In point ARA.GEN.220, paragraph (b) is replaced by the following:
- ‘(b) The competent authority shall establish and keep up to date a list of all organisation certificates, FSTD qualification certificates and personnel licences, certificates and attestations it issued, DTO declarations it received, and the DTO training programmes it verified or approved for compliance with Annex I (Part-FCL), Annex III (Part-BFCL) to Commission Regulation (EU) 2018/395, or Annex III (Part-SFCL) to Commission Implementing Regulation (EU) 2018/1976.’;
- (2) point ARA.GEN.350 is amended as follows:
- (a) the introductory sentence of paragraph (da) is replaced by the following:
- ‘(da) By way of derogation from paragraphs (a) to (d), in the case of DTOs, if during oversight or by any other means the competent authority finds evidence that indicates DTO non-compliance with the essential requirements set out in Annex IV to Regulation (EU) 2018/1139, with the requirements of Annex I (Part-FCL) and Annex VIII (Part-DTO) to this Regulation, or with the requirements of Annex III (Part-BFCL) to Commission Regulation (EU) 2018/395 and of Annex III (Part-SFCL) to Commission Implementing Regulation (EU) 2018/1976, the competent authority shall.’;
- (b) paragraph (e) is replaced by the following:
- ‘(e) By way of derogation from any additional enforcement measures, when the authority of a Member State that acts in accordance with point ARA.GEN.300(d) identifies any non-compliance with the essential requirements set out in Annex IV to Regulation (EU) 2018/1139, with the requirements of Annex I (Part-FCL), Annex VII (Part-ORA) and Annex VIII (Part-DTO) to this Regulation, or with the requirements of Annex III (Part-BFCL) to Commission Regulation (EU) 2018/395 and of Annex III (Part-SFCL) to Commission Implementing Regulation (EU) 2018/1976 by an organisation certified by, or having made a declaration to, the competent authority of another Member State or the Agency, it shall inform that competent authority of that non-compliance.’;
- (3) in point ARA.FCL.250(a), subparagraph (3) is replaced by the following:
- ‘(3) the licence holder no longer complies with the applicable requirements of Annex I (Part-FCL), Annex III (Part-BFCL) to Commission Regulation (EU) 2018/395 or Annex III (Part-SFCL) to Commission Implementing Regulation (EU) 2018/1976.’;
- (4) in point ARA.FCL.300, paragraph (a) is replaced by the following:
- ‘(a) The competent authority shall put in place the necessary arrangements and procedures to allow applicants to take theoretical knowledge examinations in accordance with the applicable requirements of Annex I (Part-FCL), Annex III (Part-BFCL) to Commission Regulation (EU) 2018/395 or Annex III (Part-SFCL) to Commission Implementing Regulation (EU) 2018/1976.’;

- (5) in point ARA.DTO.100, paragraph (b) is replaced by the following:
- ‘(b) If the declaration does not contain the required information, or contains information that indicates a non-compliance with the essential requirements set out in Annex IV to Regulation (EU) 2018/1139, with the requirements of Annex I (Part-FCL) and Annex VIII (Part-DTO) to this Regulation, or with the requirements of Annex III (Part-BFCL) to Commission Regulation (EU) 2018/395 and Annex III (Part-SFCL) to Commission Implementing Regulation (EU) 2018/1976, the competent authority shall act in accordance with point ARA.GEN.350(da).’;
- (6) in point ARA.DTO.110, paragraph (a) is replaced by the following:
- ‘(a) Upon receiving the training programmes of a DTO, and any changes thereto, notified to it in accordance with point DTO.GEN.115(c) of Annex VIII (Part-DTO) or the application for approval of the training programmes of a DTO submitted to it in accordance with point DTO.GEN.230(c) of that Annex, the competent authority shall verify the compliance of those training programmes with the requirements of Annex I (Part-FCL), Annex III (Part-BFCL) to Commission Regulation (EU) 2018/395 and Annex III (Part-SFCL) to Commission Implementing Regulation (EU) 2018/1976, as applicable.’;
- (7) Appendix I to Annex VI (Part-ARA) is amended as follows:
- (a) the introductory sentence after the heading ‘**Flight crew licence**’ is replaced by the following:
- ‘The flight crew licence issued by a Member State in accordance with Annex I (Part-FCL), Annex III (Part-BFCL) to Commission Regulation (EU) 2018/395 and Annex III (Part-SFCL) to Commission Implementing Regulation (EU) 2018/1976 shall conform to the following specifications:’;
- (b) paragraph (a)(1)(III) is replaced by the following:
- ‘(III) serial number of the licence commencing with the UN country code of the State of licence issue and followed by ‘FCL’, ‘BFCL’ or ‘SFCL’, as applicable, and a code of numbers and/or letters in Arabic numerals and in Latin script;’;
- (c) paragraph (a)(2)(XII) is replaced by the following:
- ‘(XII) ratings, certificates and, in the case of balloons and sailplanes, privileges: class, type, instructor certificates, etc., with dates of expiry, as applicable. Radio telephony (R/T) privileges may appear on the licence or on a separate certificate;’;
- (d) the template following paragraph (c), with the heading ‘Cover page’ (EASA Form 141 Issue 2), is amended as follows:
- (i) the phrase ‘Issued in accordance with Part-FCL’ is replaced by the following:
- ‘Issued in accordance with Part-FCL / Part-BFCL / Part-SFCL (non-applicable terms to be deleted)’;
- (ii) the phrase ‘This licence complies with ICAO standards, except for the LAPL and EIR privileges’ is replaced by the following:
- ‘This licence complies with ICAO standards, except for the LAPL and BIR privileges or when accompanied by an LAPL medical certificate’;
- (e) in the template following the heading ‘Page 2’, the phrase ‘Serial number of the licence will always commence with the UN country code of the State of the licence issue, followed

by ‘FCL.’ (remark associated with field No III — Licence number) is replaced by the following:

‘Serial number of the licence will always commence with the UN country code of the State of the licence issue, followed by “FCL.”, “BFCL.” or “SFCL.”, as applicable.’;

(f) the template following the heading ‘Page 3’ is amended as follows:

(i) the phrase ‘Abbreviations used will be as used in Part-FCL (e.g. PPL(H), ATPL(A), etc.)’ (text associated with field No II — Title of the licence, date of initial issue and country code) is replaced by the following:

‘Abbreviations used will be as those used in Part-FCL (e.g. PPL(H), ATPL(A), etc.), Part-BFCL and Part-SFCL’;

(ii) after the phrase ‘In case of LAPL: LAPL not issued in accordance with ICAO standards’ (text associated with field No XIII – Remarks), the following text is added:

‘In case of SPL: Privileges for aerobatic and sailplane cloud flying as well as for launching methods to be exercised in accordance with points SFCL.155, SFCL.200 and SFCL.215 of Annex III (Part-SFCL) to Commission Implementing Regulation (EU) 2018/1976, as applicable.’

(8) Appendix III to Annex VI (Part-ARA) is amended as follows:

CERTIFICATE FOR APPROVED TRAINING ORGANISATIONS (ATOs)

European Union *
Competent Authority

APPROVED TRAINING ORGANISATION CERTIFICATE

[CERTIFICATE NUMBER/REFERENCE]

Pursuant to Commission Regulation (EU) No 1178/2011 [and Commission Regulation (EU) 2018/395 / Commission Implementing Regulation (EU) 2018/1976 (ADJUST AS APPLICABLE)] and subject to the conditions specified below, the [Competent Authority] hereby certifies

[NAME OF THE TRAINING ORGANISATION]

[ADDRESS OF THE TRAINING ORGANISATION]

as a Part-ORA certified training organisation with the privilege to provide Part-FCL training courses, including the use of FSTDs, as listed in the attached training course approval / Part-BFCL training courses / Part-SFCL training courses [ADJUST AS APPLICABLE].

CONDITIONS:

This certificate is limited to the privileges and the scope of providing the training courses, including the use of FSTDs, as listed in the attached training course approval.

This certificate is valid whilst the approved organisation remains in compliance with Part-ORA, Part-FCL, Part-BFCL, Part-SFCL [ADJUST AS APPLICABLE] and other applicable regulations.

Subject to compliance with the foregoing conditions, this certificate shall remain valid unless it has been surrendered, superseded, limited, suspended or revoked.

Date of issue:

Signed:

[Competent Authority]

* 'European Union' to be deleted for non-EU Member States

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APPROVED TRAINING ORGANISATION CERTIFICATE

TRAINING COURSE APPROVAL

Attachment to ATO Certificate Number:

[CERTIFICATE NUMBER/REFERENCE]

[NAME OF THE TRAINING ORGANISATION]

has obtained the privilege to provide and conduct the following Part-FCL / Part-BFCL / Part-SFCL [ADJUST AS APPLICABLE] training courses and to use the following FSTDs:

Training course	FSTD(s) used, including letter code ⁽¹⁾

⁽¹⁾ as indicated on the qualification certificate

This training course approval is valid as long as:

- (a) the ATO certificate has not been surrendered, superseded, limited, suspended or revoked; and
- (b) all operations are conducted in compliance with Part-ORA, Part-FCL, Part-BFCL, Part-SFCL [ADJUST AS APPLICABLE], other applicable regulations, and, when relevant, with the procedures in the organisation’s documentation as required by Part-ORA.

Date of issue:

Signed: [Competent Authority]

For the Member State/EASA

- (9) Appendix VIII to Annex VI (Part-ARA) is replaced by the following:

Training programme approval
for a declared training organisation (DTO)

European Union (*)

Competent authority

<i>Issuing authority:</i>		
<i>Name of DTO:</i>		
<i>DTO reference number:</i>		
<i>Training programme(s) approved:</i>	<i>Doc reference:</i>	<i>Remarks:</i>
Examiner standardisation — FE(S), FE(B) (**)		
Examiner refresher course — FE(S), FE(B) (**)		
The above-mentioned training programme(s) has (have) been verified by the above-mentioned competent authority and found to be in compliance with the requirements of Annex I (Part-FCL) to Commission Regulation (EU) No 1178/2011, Annex III (Part-BFCL) to Commission Regulation (EU) 2018/395 and Annex III (Part-SFCL) to Commission Implementing Regulation (EU) 2018/1976.		
<i>Date of issue:</i>		
<i>Signed: [competent authority]</i>		

(*) 'European Union' to be deleted for non-EU Member States.

(**) To be adjusted as applicable.

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ANNEX V

Amendments to Annex VII (Part-ORA) to Commission Regulation (EU) No 1178/2011

- (1) Point ORA.ATO.110 is amended as follows:
 - (a) in paragraph (b), subparagraph (1) is replaced by the following:

‘(1) ensuring that the training provided is in compliance with Annex I (Part-FCL), Annex III (Part-BFCL) to Commission Regulation (EU) 2018/395, Annex III (Part-SFCL) to Commission Implementing Regulation (EU) 2018/1976, as applicable, and, in the case of flight test training, that the relevant requirements of Annex I (Part 21) to Commission Regulation (EU) No 748/2012 and the training programme have been established;’;
 - (b) paragraph (d) is replaced by the following:

‘(d) Flight instructors and flight simulation training instructors shall hold the qualifications required by Annex I (Part-FCL), Annex III (Part-BFCL) to Commission Regulation (EU) 2018/395 and Annex III (Part-SFCL) to Commission Implementing Regulation (EU) 2018/1976 for the type of training they provide.’;
- (2) in point ORA.ATO.125, paragraph (b) is replaced by the following:

‘(b) The training programme shall comply with the requirements of Annex I (Part-FCL), Annex III (Part-BFCL) to Commission Regulation (EU) 2018/395, Annex III (Part-SFCL) to Commission Implementing Regulation (EU) 2018/1976, as applicable, and, in the case of flight test training, the relevant requirements of Annex I (Part 21) to Commission Regulation (EU) No 748/2012.’

ANNEX VI

Amendments to Annex VIII (Part-DTO) to Commission Regulation (EU) No 1178/2011

- (1) Point DTO.GEN.110 is amended as follows:
- (a) paragraphs (a)(3) and (4) are replaced by the following:
- ‘(3) for sailplanes, in accordance with the requirements of Annex III (Part-SFCL) to Commission Implementing Regulation (EU) 2018/1976:
- (a) theoretical knowledge instruction for the SPL;
 - (b) flight instruction for the SPL;
 - (c) training towards extension of privileges to sailplanes or TMGs in accordance with point SFCL.150;
 - (d) training towards additional launching methods in accordance with point SFCL.155;
 - (e) training towards additional ratings and privileges: basic aerobatic and advanced aerobatic privileges, sailplane and banner towing rating, TMG night rating, and sailplane cloud flying privileges;
 - (f) training towards flight instructor certificate for sailplanes (FI(S));
 - (g) FI(S) refresher course.’;
- (4) for balloons, in accordance with the requirements of Annex III (Part-BFCL) to Commission Implementing Regulation (EU) 2018/1976:
- (a) theoretical knowledge instruction for the BPL;
 - (b) flight instruction for the BPL;
 - (c) training towards class or group extension in accordance with point BFCL.150;
 - (d) training towards additional ratings: tethered hot-air balloon flight, night, and commercial operation rating;
 - (g) training towards flight instructor certificate for balloons (FI(B));
 - (h) FI(B) refresher course.’;
- (b) paragraph (b) is replaced by the following:
- ‘(b) A DTO shall be entitled to also provide the examiner courses referred to in points BFCL.430 and BFCL.460(b)(1) of Annex III (Part-BFCL) to Commission Regulation (EU) 2018/395 for FE(B), as well as in points SFCL.430 and SFCL.460(b)(1) of Annex III (Part-SFCL) to Commission Implementing Regulation (EU) 2018/1976 for FE(S), provided that the DTO has submitted a declaration in accordance with point DTO.GEN.115 and the competent authority has approved the training programme in accordance with point DTO.GEN.230(c).’;

- (2) in point DTO.GEN.115(a), subparagraph (8) is replaced by the following:
- ‘(8) a statement that confirms that the DTO complies and will, during all training activities covered by the declaration, continue to comply with the essential requirements set out in Annex IV to Regulation (EU) 2018/1139, with the requirements of Annex I (Part-FCL) and Annex VIII (Part-DTO) to this Regulation and with the requirements of Annex III (Part-BFCL) to Commission Regulation (EU) 2018/395 and Annex III (Part-SFCL) to Commission Implementing Regulation (EU) 2018/1976.’;
- (3) point DTO.GEN.210 is amended as follows:
- (a) paragraph (a)(2)(i) is replaced by the following:
- ‘(i) that the training provided complies with the requirements of Annex I (Part-FCL), Annex III (Part-BFCL) to Commission Regulation (EU) 2018/395 and Annex III (Part-SFCL) to Commission Regulation (EU) 2018/1976 and with the DTO’s training programme.’;
- (b) paragraph (e) is replaced by the following:
- ‘(e) Flight instructors and flight simulation training instructors shall hold the qualifications required by Annex I (Part-FCL), Annex III (Part-BFCL) to Commission Regulation (EU) 2018/395 and Annex III (Part-SFCL) to Commission Implementing Regulation (EU) 2018/1976 for the type of training they provide.’;
- (4) point DTO.GEN.230 is amended as follows:
- (a) paragraph (b) is replaced by the following:
- ‘(b) The training programmes shall comply with the requirements of Annex I (Part-FCL), Annex III (Part-BFCL) to Commission Regulation (EU) 2018/395 and Annex III (Part-SFCL) to Commission Implementing Regulation (EU) 2018/1976, as applicable.’;
- (b) paragraph (c) is replaced by the following:
- ‘(c) A DTO shall be entitled to provide the training referred to in point DTO.GEN.110(b) only when its training programme for that training, and any changes thereto, have been issued by the competent authority, upon application by the DTO, with an approval in accordance with point ARA.DTO.110, confirming that the training programme and any changes thereto comply with the requirements of Annex I (Part-FCL), Annex III (Part-BFCL) to Commission Regulation (EU) 2018/395 and Annex III (Part-SFCL) to Commission Implementing Regulation (EU) 2018/1976, as applicable. A DTO shall apply for such approval through the submission of its declaration in accordance with point DTO.GEN.115.’;

- (5) in Appendix 1 to Annex VIII, Section 9 of the declaration form is replaced by the following:

‘9.	<p>Statement</p> <p>The DTO has developed a safety policy in accordance with Annex VIII (Part-DTO) to Commission Regulation (EU) No 1178/2011, and in particular with point DTO.GEN.210(a)(1)(ii) thereof, and will apply that policy during all training activities covered by the declaration.</p> <p>The DTO complies and will, during all training activities covered by the declaration, continue to comply with the essential requirements set out in Annex IV to Regulation (EU) 2018/1139, with the requirements of Annex I (Part-FCL) and Annex VIII (Part-DTO) to Commission Regulation (EU) No 1178/2011, and with the requirements of Annex III (Part-BFCL) to Commission Regulation (EU) 2018/395 and Annex III (Part-SFCL) to Commission Implementing Regulation (EU) 2018/1976.</p> <p>We confirm that all information contained in this declaration, including its annexes (if applicable), is complete and correct.</p> <p>Name, date and signature of the representative of the DTO</p> <p>Name, date and signature of the head of training of the DTO’</p>
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