



Amendments to Commission Regulation (EU) No 1178/2011

RELATED NPA/CRD 2014-29(A) — RMT.0188 (FCL.002(A))

EXECUTIVE SUMMARY

The objective of this Opinion is to address a safety and regulatory coordination issue related to flight crew licensing (FCL).

The main objective of this Opinion is to resolve any inconsistencies identified after the adoption of the FCL implementing rules. This is necessary to ensure that the European aviation regulatory system reflects the state of the art, and specifically the best practices developed in the Member States, in the field of pilot training, testing and checking. The specific objective of this Opinion is to maintain a high level of safety, to ensure harmonised implementation of Commission Regulation (EU) No 1178/2011 (hereinafter referred to as the 'Aircrew Regulation'), and to consider at all levels the importance of General Aviation (GA) issues.

This Opinion proposes changes to the rule text of 'Annex I — Part-FCL', 'Annex II — Conditions for the conversion of existing national licences and ratings for aeroplanes and helicopters', and 'Annex III — Conditions for the acceptance of licences issued by or on behalf of third countries'.

The proposed changes are expected to increase safety, reduce regulatory burden on Member States, improve harmonisation within the EASA Member States, ensure compliance with the International Civil Aviation Organization (ICAO) requirements, and improve proportionality of the rules for GA by applying the principles of the 'General Aviation Road Map'.

Action area:	Human factors and competence of personnel		
Affected rules:	Regulation (EU) No 1178/2011 (Aircrew Regulation)		
Affected stakeholders:	Examiners, instructors, pilots, approved training organisations (ATOs) and national aviation authorities (NAAs)		
Driver:	Safety	Rulemaking group:	Yes
Impact assessment:	No	Rulemaking Procedure	Standard

• EASA rulemaking process milestones

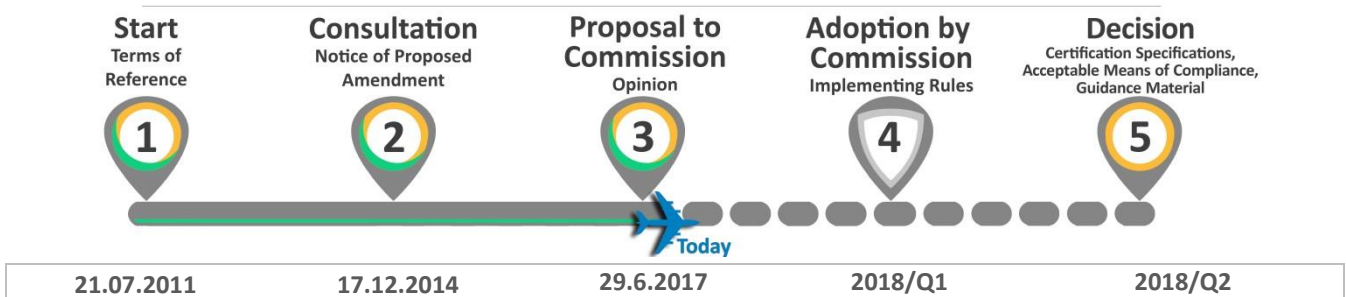


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1. About this Opinion

1.1. How this Opinion was developed

The European Aviation Safety Agency (EASA) developed this Opinion in line with Regulation (EC) No 216/2008¹ (hereinafter referred to as the 'Basic Regulation') and the Rulemaking Procedure².

This rulemaking activity is included in the EASA 5-year Rulemaking Programme³ under RMT.0188 (FCL.002(A)). The scope and timescales of the task were defined in the related ToR⁴.

The *draft* text of this Opinion has been developed by EASA based on the input of Rulemaking Group (RMG) RMT.0188 (FCL.002). All interested parties were consulted through NPA 2014-29(A)⁵. In total, 807 comments were received from interested parties, including industry and NAAs. In addition, the issues were presented at the Aircrew Technical Body (TeB) on 5 December 2016.

EASA has addressed and responded to the comments received on the NPA. The comments received and the EASA responses thereto are presented in Comment-Response Document (CRD) 2014-29(A)⁶.

The *final* text of this Opinion and the draft regulation have been developed by EASA based on the input of RMG RMT.0188 (FCL.002) and several focused consultations and in coordination with RMT.0581, RMT.0196 and RMT.0596. The draft rule text proposed by EASA is published on the EASA website⁷.

The major milestones of this rulemaking activity are presented on the title page.

1.2. The next steps

This Opinion contains the proposed amendments to the Aircrew Regulation and their potential impacts. It is submitted to the European Commission to be used as a technical basis in order to prepare an EU regulation.

The decision containing the related acceptable means of compliance (AMC) and guidance material (GM) will be published by EASA when the related regulation is adopted by the European Commission.

EASA consulted the draft text for the related EASA decision containing acceptable means of compliance (AMC) and guidance material (GM) with NPA 2014-29. The AMC and GM pertaining to the learning objectives (LOs) for the airline transport pilot licence (ATPL), the commercial pilot licence (CPL) and for the instrument rating (IR) were published with Annex II to ED Decision 2016/008/R of 2 May 2016. The final decision amending the AMC/GM concerning the proposed changes to the already adopted AMC

¹ Regulation (EC) No 216/2008 of the European Parliament and of the Council of 20 February 2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, and repealing Council Directive 91/670/EEC, Regulation (EC) No 1592/2002 and Directive 2004/36/EC (OJ L 79, 19.3.2008, p. 1) (<http://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1467719701894&uri=CELEX:32008R0216>).

² EASA is bound to follow a structured rulemaking process as required by Article 52(1) of Regulation (EC) No 216/2008. Such a process has been adopted by the EASA Management Board (MB) and is referred to as the 'Rulemaking Procedure'. See MB Decision No 18-2015 of 15 December 2015 replacing Decision 01/2012 concerning the procedure to be applied by EASA for the issuing of opinions, certification specifications and guidance material (<http://www.easa.europa.eu/the-agency/management-board/decisions/easa-mb-decision-18-2015-rulemaking-procedure>).

³ <http://easa.europa.eu/rulemaking/annual-programme-and-planning.php>

⁴ <https://www.easa.europa.eu/system/files/dfu/EASA-ToR-FCL.002-00-21072011.pdf>

⁵ In accordance with Article 52 of Regulation (EC) No 216/2008 and Articles 6(3) and 7 of the Rulemaking Procedure.

⁶ <http://easa.europa.eu/document-library/comment-response-documents>

⁷ <http://easa.europa.eu/document-library/opinions>



and GM and the examiner's manual will be published by EASA when the related regulation is adopted by the European Commission.



2. In summary — why and what

2.1. Why we need to change the rules — issue/rationale

During the work performed on rulemaking task FCL.001, it became clear that it was not feasible to finalise some issues due to the fact that part of the documents, that were taken over from the JAA material, contained references to JAR-OPS which were not yet transposed to European Union rules. Furthermore, it was clear from the beginning that with an entirely new set of requirements implementation problems would have to be taken care of. For any kind of editorial and formatting errors, solutions had to be found.

The following safety recommendations (SRs) addressed to EASA were considered in the context of the amendment of the affected rules, as follows:

AUST-2012-006	<p><i>The standardized skill test or proficiency check for single-pilot helicopters should be expanded in a suitable theoretical scope (possibly simulator training) within the procedure for the type rating skill test (in accordance with Appendix 3 to JAR-FCL 2.240) and for the proficiency check (according to JAR-FCL 2.245 (b) (1)) under item 4 'Abnormal and emergency procedures' by adding the information on the behaviour and procedures in case of LTE. The phenomenon LTE is not described or covered in many Aircraft Flight Manuals of the different helicopter manufacturer and should therefore be an integral part of the proficiency checks.</i></p> <p><i>Reference: Untersuchungsbericht Flugunfall mit dem Hubschrauber der Type Bell 206BII (Reg. OM-XRA) am 23. Mai 2009 um ca. 08:02 Uhr UTC im Gemeindegebiet von Ungenach /Oberösterreich GZ. BMVIT-85.153/ 0003 -IV/BAV/UUB/LF/2013. Published on 07.11.2013</i></p>
Outcome of the EASA safety assessment	The SR has been evaluated and it has been found out that the relevant requirements are included in Appendix 9 to Part-FCL, C. Specific requirements for the helicopter category under procedures 4.5 and 4.5.1.
BELG-2010-010	<p><i>The BCAA/EASA to revise the biannual skill test program for general/recreational aviation pilots to include topics such as:</i></p> <ul style="list-style-type: none"> <i>- Decision making when encountering adverse meteorological condition</i> <i>- Unintentional IMC condition</i> <i>- Navigation flight capabilities.</i> <p><i>Reference: Final Report on the accident to Cessna F 172 P, registered OO-TRB at Ebul - Ursel Airport in Ursel, Belgium, on 02 January 2010, issued by the Federal Public Service Mobility and Transport, Air Accident Investigation Unit - (Belgium) on 23 December 2010 (Ref. AAIU-2010-01).</i></p>
Outcome of the EASA safety assessment	<p>The SR has been evaluated and is addressed through the following AMC as proposed with NPA 2014-29:</p> <p>— AMC2 FCL.140.A; FCL.140.H; FCL.140.S; FCL.140.B Recency requirements; and</p>



	— AMC1 FCL.740.A(b)(1)(ii) Revalidation of class and type ratings.
UNKG-2006-130	<p><i>The Joint Aviation Authorities should review the training requirements for flights crews operating aircraft required to be equipped with a predictive terrain hazard warning function, with a view to ensuring that such crews are adequately trained in its use, interpretation and response.</i></p> <p><i>Reference: AAIB Bulletin 3/200: Incident involving Dornier 328-100, registered TF-CSB, on 11 June 2006, near Sumburgh Airport, Shetland. Ref EW/C2006/06/07.</i></p>
Outcome of the EASA safety assessment	The SR has been evaluated and is addressed through the new AMC containing the LOs. The LO 071 01 02 06 containing requirements for flight crew training on terrain awareness warning systems (TAWS) includes now the scope of this recommendation.
SWED-2010-008	<p><i>It is recommended that EASA should work towards that training of emergency procedures for aircraft with retractable landing gear is introduced at Proficiency Checks regarding private aviation.</i></p> <p><i>Reference: Report RL 2010:06e on the accident to aircraft SE-GBL (PA 34-200 Piper Seneca) at Gothenburg City Airport (Säve), Västra Götaland County, Sweden, on 6 July 2009, published by the Swedish Accident Investigation Board on 20 May 2010 (Case L-09/09).</i></p>
Outcome of the EASA safety assessment	The SR has been forwarded to RMT.0678.
SWED-2012-006	<p><i>EASA is recommended to ensure that initial and recurrent pilot training includes mandatory rejected take-off exercises that cover events of a sudden loss of engine thrust below VMCG. (RL 2012: 21 R6).</i></p> <p><i>Reference: Final report RL 2012:21e on the serious incident on 16 of January 2010 to aircraft EP-IBB (Airbus A300) at Stockholm/Arlanda, Airport, Stockholm county, Sweden, published by the Swedish Accident Investigation Board on 28 December 2012 (Ref. no. L-02/10).</i></p>
Outcome of the EASA safety assessment	The SR has been evaluated and is addressed through the new AMC containing the LOs. LO 081 08 02 10 requires to describe how velocity, minimum control (ground) (V_{MCG}) is determined and to explain the influence of the centre of gravity location. LO 081 08 02 11 requires to describe the influence of density and to explain why velocity, minimum control (air) (V_{MCA}), velocity, minimum control (landing) (V_{MCL}) and V_{MCG} reduce with an increase in altitude and temperature.
FRAN-2013-033	<i>The BEA recommends that EASA, in cooperation with the national civil aviation authorities and major non-European aviation authorities, ensure that the risks associated with dispersion and/or channelized attention during the go-around, to the detriment of the primary flight parameters, be taught to crews.</i>



	<i>Reference: Study on Aeroplane State Awareness during Go-Around, published by the BEA in August 2013.</i>
Outcome of the EASA safety assessment	The SR has been evaluated and is addressed through the new LOs. LO 040 03 03 01 will require the explanation of the risks associated with dispersion and/or channelised attention during the aforementioned high-workload procedures by the pilot.
FRAN-2013-035	<i>The BEA recommends that EASA, in coordination with manufacturers, operators and major non-European aviation authorities, study whether to extend these measures to other procedures requiring a high workload in a short time frame.</i>
	<i>Reference: Study on Aeroplane State Awareness during Go-Around, published by the BEA in August 2013.</i>
Outcome of the EASA safety assessment	The SR has been evaluated and is addressed through the new LOs. LO 033 06 01 03 will require the knowledge of the methodology for monitoring primary-flight parameters during the application of procedures requiring a high flight crew workload within a short time frame (e.g. during the go-around procedures).
FRAN-2013-017	<i>The BEA recommends that EASA in coordination with manufacturers, operators and major non-European aviation authorities ensure that go-around training integrates instruction explaining the methodology for monitoring primary flight parameters, in particular pitch, thrust then speed.</i>
	<i>Reference: Study on Aeroplane State Awareness during Go-Around, published by the BEA in August 2013.</i>
Outcome of the EASA safety assessment	The SR has been evaluated and is addressed through the new LOs. LO 033 06 01 03 will require knowledge of the methodology for monitoring primary-flight parameters during the application of procedures requiring a high flight-crew workload within a short time frame (e.g. during the go-around procedures).
FRAN-2013-018	<i>FRAN-2013-018 (BEA):</i> <i>The BEA recommends that EASA, in cooperation with the national civil aviation authorities and major non-European aviation authorities, ensure that during recurrent and periodic training, training organizations and operators give greater importance to the assessment and maintenance of the monitoring capabilities of public transport pilots.</i>
	<i>Reference: Study on Aeroplane State Awareness during Go-Around, published by the BEA in August 2013.</i>
Outcome of the EASA safety assessment	The SR has been evaluated and is addressed through the new LOs. LO 033 06 01 will require knowledge and consequently the assessment and maintenance of the monitoring skills of pilots.



FRAN-2013-022	<i>EASA to ensure that go-arounds with all engines operating are performed sufficiently frequently during training.</i>
	<i>Reference: Study on Aeroplane State Awareness during Go-Around, published by the BEA in August 2013.</i>
Outcome of the EASA safety assessment	The task was included in the RMG discussions and the decision taken was that the SR has to be evaluated within the scope of another RMT.
CYPR-2015-001	<i>EASA to re-examine the required minimum hours of night flying training.</i>
	<i>Reference: Final Report on the accident involving a Diamond DA42 aircraft (registration 5B-CLI), 47nm south east of Larnaca, on 22 October 2014, published by the Aircraft Accident and Incident Investigation Board Cyprus, on 19 November 2015 (File no.: 16.15.01.16/14).</i>
Outcome of the EASA safety assessment	The task was not included in the RMG discussions and the expert discussions inside the Agency resulted in the proposal that the SR has to be evaluated within the scope of another RMT.

2.2. What we want to achieve — objectives

The overall objectives of the EASA system are defined in Article 2 of the Basic Regulation. This proposal will contribute to the achievement of the overall objectives by addressing the issues outlined in Chapter 2.

The specific objective of this proposal is to amend the IRs as regards:

- the LOs for the theoretical knowledge training for aeroplane and helicopter pilots;
- the validity period of theoretical knowledge examinations for the instrument rating (IR);
- the theoretical knowledge syllabus for the ATPL, the CPL and IR;
- the review of the prerequisites for the airline transport pilot licence for helicopters (ATPL(H));
- the harmonisation of the night rating requirements for aeroplanes and helicopters;
- the definition of the content of the training flight for the revalidation of the class ratings;
- the review of the tables containing the requirements for skill tests and proficiency checks;
- the IR instructor for helicopters syllabus to be harmonised with the syllabus for the aeroplane and airship category;
- the class and type rating and licence endorsement list;
- the review of Appendix III to Part-FCL;
- editorial and clarification changes; and



- the resolution of problems regarding the implementation and transition period.

2.3. How we want to achieve it — overview of the proposals

Due to the important number of changes proposed with the NPA and subsequently caused by the comments received to this NPA, EASA proposes to publish a re-issue of Annexes I–III to the Aircrew Regulation and to consider also a recast of the cover regulation. All comments that were accepted are described in CRD 2014-29(A) in full reasoning with the exception of comments related to Subparts J and K of Part-FCL. These Subparts are dealt with in the context of the activities of RMT.0596 ‘Review of provisions for examiners and instructors (Subparts J & K of Part-FCL)’. The changes contained in this Opinion will only refer to the comment number if a comment was accepted or partially accepted. The result of the work on the CRD and its amended text was subject to a focused consultation with stakeholder groups and NAA representatives. This focused consultation led to further amendments which are described below.

It should be noted that some of the amendments stem from the opinion developed in the context of the activities of RMT.0581 ‘Loss of control prevention and recovery training’. These amendments are further explained in the said opinion.

2.3.1. Cover regulation

The cover regulation requires fundamental changes as it currently contains many requirements that are simply outdated. By the time the regulation that will be based on the present Opinion is adopted, all opt-out periods will be over, and the huge number of past amendments have created in Article 12 a rather confusing situation as regards the applicability of the requirements. The proposed text covers these constraints but should be understood as a proposal only which will be subject to change by the Commission.

2.3.2. Annex I — Part-FCL

The changes made to all subparts can be grouped in: mere editorial changes including text standardisation changes, changes due to inconsistencies with ICAO Annex 1 (FCL.010), words omitted at the first issue (FCL.015), errors in numbering (FCL.020), grammatical errors (FCL.030), safety-related changes considered necessary by the working group (Appendix 9, (17)), or implementation problems (FCL.055). The changes falling under the categories ‘editorial changes’, ‘errors in numbering’, ‘grammatical errors’ and ‘omitted letters or words’ will not be further explained. From all necessary editorial changes that the RMG detected, 53 were already included in Regulation (EU) No 245/2014 and will not be further explained here. Comment No 87 requested to standardise the way how periods of time were referred to and this was accepted and the whole document was amended accordingly.

With Commission Decision of 6 February 2014 (notified under document C(2014) 559), the United Kingdom (UK) was granted five derogations from Part-FCL. Annex I to this decision confirmed a derogation from FCL.905.SFI(a), Annex II to this decision confirmed a derogation from FCL.1005.SFE(a)(2), Annex III to this decision confirmed a derogation from FCL.910.SFI(b), and Annex V to this Decision confirmed a derogation from FCL.625(c) and (d). The content of these four derogations is reflected in this opinion. Finally, Annex IV to this Decision confirmed a derogation from FCL.905.SFI, and the content will be dealt with through a separate RMT.



With Commission Decision of 1 July 2014 (notified under document C(2014) 4344), Slovakia (SK) was granted one derogation and the United Kingdom was granted three derogations from Part-FCL. Annex I (SK) to this Decision confirmed a derogation from FCL.625(c) and (d), Annex II (UK) to this Decision confirmed a derogation from FCL.740, Annex III (UK) to this Decision confirmed a derogation from FCL.740.A(b)(1), and Annex IV (UK) to this Decision confirmed a derogation from FCL.1010.SFE. The content of said derogations is reflected in this opinion.

2.3.2.1. Subpart A — General requirements

FCL.010 Definitions

Some new definitions are inserted to ensure that the terms used are implemented by all Member States in a harmonised manner. The definition for ‘assessment of competence’ is amended following the acceptance of comment No 11. During the focused consultation, it turned out that the definition provided by the NPA for ‘available’ did not cater for all necessary scenarios and therefore was complemented by a separate definition for single-pilot high-performance complex aeroplanes. The definition for ‘flown solely by reference to instruments’ is amended in accordance with comment No 641 because the text is only used with the wording as it is used now. The definition of ‘other training devices’ is amended due to the changes in Appendix 9 to Part-FCL. The definition of ‘proficiency check’ is amended after the acceptance of comment No 34 to include besides ratings also the privileges which are part of the light aircraft pilot licence (LAPL). New definitions for flight simulation training device (FSTD) availability and accessibility are added to clarify when an FSTD, and in particular a full-flight simulator (FFS) must be used, especially in the context of single-pilot high-performance complex aeroplanes. Both definitions are to be used in conjunction with the changes made to the assessment of competence in FCL.935 and type rating training, testing and checking in Appendix 9. With reference to the explanatory note in the opinion stemming from RMT.0581, the definition for ‘aerobatic flight’ is amended by adding the word ‘certificates’ and a new definition for ‘airplane upset prevention and recovery training (UPRT)’ is added.

FCL.015 Application for the issue, revalidation and renewal of pilot licences, ratings and certificates

The title is amended to be consistent with the rest of the text.

FCL.025 Theoretical knowledge examinations for the issue of licences and ratings

In (a)(1), the ‘Member State’ is replaced with ‘of the same Member State’s competent authority’ to accept comment No 110 because there are Member States having more than one competent authority and candidates should not be encouraged to move from one authority to another. In (b), changes are made to accept comment No 36 and to make sure that the requirements for GA are kept at a proportionate level.

FCL.035 Crediting of flight time and theoretical knowledge

In (a)(2), a new paragraph was added to allow credit for flight hours on aircraft listed in (a), (b), (c) or (d) of Annex II to the Basic Regulation. After consultation with EASA and Member States experts, the decision taken was to remove this paragraph as it represented an amendment of the requirements of the Basic Regulation. This should be done in the Basic Regulation and cannot be done via an amendment to an implementing rule. In (b)(4), it was decided to add the possibility to obtain credit for the theoretical-knowledge training and examination for licences not only in another category of aircraft but also in the same category of aircraft.



FCL.040 Exercise of the privileges of licences

This point was amended to make sure that the medical certificate held only has to comply with the privileges exercised and not with the licence held. This has become necessary because the private pilot licence (PPL) now also includes the privileges for the LAPL.

FCL.055 Language proficiency

The changes made in (a) will enable competent authorities to allow those specifically authorised examiners, who are also language-proficiency assessors, to endorse the licence of a pilot with a language proficiency endorsement. The changes in (b) will enable competent authorities to credit language proficiency endorsements from air traffic controllers for their pilot licences, and finally the change in (e) will provide for the recognition of language proficiency assessments performed in accordance with the method of assessment established by Member States other than the one that is responsible for the issue of the pilot licence. This is necessary in order to resolve implementation problems for GA pilots and to ensure the free movement of goods, services, capital and persons. Comment No 585 proposed to require a 'certified' assessor and this was accepted.

FCL.060 Recent experience

The changes made in (c)(2) clarify the content of the training flight and confirm with reference to the essential requirements defined in Annex III to the Basic Regulation that the training has to be performed with a qualified instructor.

2.3.2.2. Subpart B — Light aircraft pilot licence — LAPL

FCL.115 LAPL — training course

FCL.115 includes now provisions for the content of training for the issue of an LAPL(A) sea privilege.

FCL.120 LAPL — theoretical knowledge examination

This point is amended by adding 'and ATC procedures' to the subject title 'air law' to accept comment No 420 and to align the title with the theoretical knowledge syllabus.

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

Point (a) is amended to accept comment No 164 and the privileges were extended to single-engine piston aeroplanes (sea). A new point (b)(2) was added to accept comment No 421 to allow credit for the requirement to carry passengers only once the pilot has completed 10 hours of flight time as PIC when a higher licence is held.

FCL.135.A LAPL(A) — extension of privileges to another class or variant of aeroplane

The amendment to (b), where the wording concerning the differences in training was changed, was considered to be important in order to avoid unnecessary burden on GA. The text, if left unchanged, might be interpreted with reference to the essential requirements in the Basic Regulation in a way that familiarisation was considered to be a training to be performed with a qualified instructor. Furthermore, FCL.135.A is amended to accept comments Nos 39 and 8 where better English and the correction of a formatting error were proposed.

FCL.140.A LAPL(A) — recency requirements,



The recency requirements are extended to further possibilities to maintain current flying practice by including dual training flights solo or under the supervision of an instructor with the aim of making it easier for GA pilots to keep their licences valid. Furthermore, a new point (b) was inserted to cater for a text standardisation with FCL.140.H, following the acceptance of comment No 650. The new point that was inserted provides now recency requirements for the new SEP(sea) privilege after the acceptance of comment No 164.

Changes made to the helicopter, sailplane and balloon sections

The changes made to the helicopter, sailplane and balloon sections introduce the same wording for the training flight with an instructor for text standardisation.

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

FCL.140.H is amended after acceptance of comment No 650.

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

FCL.105.S is amended by adding a new point (b)(2) to accept comment No 396 to allow credit for the requirement to carry passengers only once the pilot has completed 10 hours of flight time as PIC when a sailplane pilot licence (SPL) is held. The difference from the requirement in FCL.105.A is that for this category of aircraft the only higher licence is the SPL.

FCL.140.S LAPL(S) — recency requirements

FCL.140.S is amended to accept comment No 653 for clarity and the requirement was put in line with that in FCL.140.A.

2.3.2.3. Subpart C — Private pilot licence — (PPL), sailplane pilot licence (SPL) and balloon pilot licence (BPL)

FCL.205.A PPL(A) — privileges

In (a), the exercise of all the privileges of the holder of an LAPL(A) is included in the privileges for the holder of a PPL(A) to avoid unnecessary administrative burden on GA pilots when they do no longer fulfil the conditions for a Class 2 medical certificate, but those for an LAPL medical certificate. With this amendment, GA pilots do not need to have an LAPL(A) issued but may use their PPL(A) as an LAPL(A).

FCL.215 PPL, SPL, BPL — theoretical knowledge examination

FCL.215 is amended to accept comment No 150. The subject 'navigation' is now part of the common subjects because the subject contains the same objectives for the aeroplane and helicopter category and does not require any additional training during a bridge course.

FCL.205.A PPL(A) — privileges

The text proposed through the NPA is amended to accept comment No 40. The condition 'provided they fulfil the requirements of FCL.140.A' is taken out. The example was taken from the CPL privileges where no condition is mentioned and a pilot who wants to exercise the privileges has to comply with the conditions anyway.

FCL.210.A PPL(A) — experience requirements and crediting

FCL.210.A is amended following the acceptance of comment No 458 for clarity reasons.

FCL.205.H PPL(H) — privileges



FCL.205.H is amended in (a) following the acceptance of comment No 178 asking to align the requirement for the helicopter category with that in FCL.205.PPL(A).

FCL.205.S SPL — privileges and conditions

FCL.205.S is amended in (a) following the acceptance of comments Nos 29 and 178 as what is already possible for aeroplanes should also be possible for sailplanes. A phrase was added to (b)(1) to exempt holders of a LAPL(S) already holding the privilege to carry passengers from the requirement to complete, after the issue of the licence, at least 10 hours of flight time or 30 launches as PIC in sailplanes or powered sailplanes, thereby partially accepting comment 459.

FCL.205.B BPL — privileges and conditions

FCL.205.B is amended in (a) following the acceptance of comment No 178 as what is already possible for aeroplanes should also be possible for balloons.

2.3.2.4. Subpart D — Commercial pilot licence — CPL

FCL.310 CPL — theoretical knowledge examinations

FCL.310 is amended by deleting 'VFR' from the subject 'communications'.

FCL.315.A CPL — training course

FCL.315.A is deleted. Please refer to the opinion stemming from RMT.0581 for the explanatory note.

2.3.2.5. Subpart E — Multi-crew pilot licence — MPL

FCL.410.A MPL — training course and theoretical knowledge examinations

In point (a), the reference to UPRT is deleted. Please refer to the opinion stemming from RMT.0581 for the explanatory note.

2.3.2.6. Subpart F — Airline transport pilot licence — ATPL

FCL.515 ATPL — training course and theoretical knowledge examinations

In (b), the subjects 'VFR' and 'IFR communications' were merged. Please refer to the opinion stemming from RMT.0581 for the explanatory note.

FCL.510.A ATPL(A) — prerequisites, experience and crediting

In (b)(5), 'and' is replaced with 'or' when defining the amount of hours that may have been completed in an FSTD. During the development of this Opinion on the draft regulation amending the Aircrew Regulation, it was decided (following the applicable English style guide) to replace all 'and/or' with 'and' or 'or', as applicable. It turned out that some of those replacements were not appropriate and had to be corrected now.

FCL.510.H ATPL(H) — prerequisites, experience and crediting

The term 'FSTD' is replaced with 'FFS or FNPT' in (b)(5) to ensure consistency with ICAO and the aeroplane category, thereby partially accepting comment No 756.

2.3.2.7. Subpart G — Instrument rating — IR

FCL.610 IR — prerequisites and crediting



The text is amended for clarification as the existing text is ambiguous.

FCL.615 IR — theoretical knowledge and flight instruction

FCL.615 IR is amended in (b), where for text standardisation the different subjects were numbered. The subject number (3) 'Flight performance and monitoring' is amended and it now reads 'flight planning and monitoring'. This amendment was necessary to clarify that only the sub-subject 'flight planning and monitoring' was required for IR since the subject 'flight performance and monitoring' contains also several other sub-subjects. In (b), the reference to IFR for the subject 'communications' was deleted. Please refer to the opinion stemming from RMT.0581 for the explanatory note.

FCL.625 IR — validity, revalidation and renewal

A new point (b)(2) is inserted to allow early revalidation accepting comment No 816 and for consistency with FCL.740. In addition, (c)(1) was amended to ensure consistency with FCL.740(b). Furthermore, the new point (c)(3) was added to provide more clarity, thereby accepting comment No 439. Finally, point (d) is amended and new points are added for clarity.

FCL.625.A IR(A) — revalidation

The text is amended in (a) where the requirement 'hold the relevant valid class or type rating.' was added to solve an implementation problem to avoid that an 'empty' IR would be entered in a pilot licence. Point (a)(2)(i) was amended to ensure both (i) and (ii) would be completed for the revalidation of a multi-engine (ME) IR, following acceptance of comments Nos 503 and 657. Point (a)(2) was amended for clarity reasons, thereby accepting comment No 657. Point (a)(3) was amended due to the amendments in (a)(2).

FCL.625.H IR(H) — revalidation

Similar amendments to those for aeroplanes are made to (a) to ensure consistency but some differences were kept.

2.3.2.8. Subpart H — Class and type ratings

FCL.710 Class and type ratings — variants

In point (a), the word 'training' is moved from the end of the sentence to the place right after 'differences'. This change is necessary to lift unnecessary burden from GA pilots. The essential requirements (ERs) defined in Annex III to the Basic Regulation stipulate that all training must be given through a training course for which a syllabus must be prepared, which has to contain theoretical and practical training elements. Furthermore, ERs require that all training must be given by suitably qualified instructors. EASA and the RMG members considered this not necessary for a familiarisation with a new variant within the same subgroup of a class or type rating and, therefore, decided to clarify the issue by differentiating 'difference training' from 'familiarisation'.

A new point (b) is added specifying that differences training for type ratings and and single-engine turbine class ratings must be completed at an ATO, thereby accepting comment No 167. This change only confirms a general practice applied in most of the Member States already.

FCL.725 Requirements for the issue of a class and type ratings

A new point (b)(5) catering for single-pilot single-engine and single-pilot multi-engine aeroplanes (sea) is added, thereby accepting comment No 659. Point (d) is amended to require additional flight training



(bridge course) when privileges in the other form of operation (single-pilot or multi-pilot operations) are sought based on comments received during the Aircrew TeB meeting with the Member States NAAs on 5 December 2016.

FCL.740 Validity and renewal of class and type ratings

Point (a) is amended by adding a sentence to allow pilots to fulfil the revalidation requirements for their class or type ratings earlier than the time indicated in the aircraft specific revalidation rules. This change was requested by comment No 761. During the focused consultation, Member States and industry requested to create provisions to allow for a flexible crew planning and to allow GA pilots to align the validity periods of their ratings with seasonal flying conditions. In point (b)(1), the text is amended to align its wording with FCL.625 and by adding an exception to the need for refresher training if the pilot holds a valid rating issued by a third country in accordance with Annex 1 to the Chicago Convention.

FCL.740 is further amended by adding a new paragraph after (b)(2), because in FCL.725(e) initially only the requirements for the issue of a type rating to pilots holding a flight-test rating who were involved in the development of the aircraft were covered. Having in mind that also after the introduction of a new type further test flights will be necessary, it was considered adequate that pilots involved in the test flights after the certification process has finished would be entitled to get credit for the revalidation or renewal of the type rating concerned.

FCL.720.A Experience requirements and prerequisites for the issue of class or type ratings — aeroplanes

A new point (b) is added and the current (b)(3) is deleted to clarify and specify that if multi-pilot privileges are sought, a multi-crew cooperation (MCC) course — thereby also accepting comment No 565 —, and with reference to the opinion stemming from RMT.0581, the advanced UPRT course in the new FCL.745.A needs to be completed first. Point (c) is amended to clarify the intention of the text, and to align the text with FCL.720.A(e) (formerly (d) for MPA), thereby accepting comment No 661. This has become necessary as the existing wording has led to discussions on how it should be understood. To ensure a harmonised implementation in all Member States, the new text is included.

The amendment to FCL.720.A(e)(2) represents an alleviation of the existing requirement. So far, it was required that before starting the training course for the first MPA type rating, a pilot had either to be a student of an MPL course or hold amongst others a multi-engine IR(A). To this text, the wording 'or have held' was added. The considerations behind this addition were that an MPA skill test includes always an ME IR test and thus it is not necessary to actually hold the IR when the course starts.

FCL.730.A Specific requirements for pilots undertaking a zero flight time type rating (ZFTT) course — aeroplanes

The text is amended to indicate what the abbreviations for 'CG' and 'DG' for FFSs stand for. The term 'grandfathered' stems from CS-FSTD.

FCL.735.A Multi-crew cooperation training course — aeroplanes

In (a)(2), the name of the training device to be used for the training for MCC is changed from 'FNPT II' to 'FNPT II MCC' because, for technical reasons, an FNPT II cannot be used for this kind of training.

FCL.740.A Revalidation of class and type ratings — aeroplanes



FCL.740.A is amended in (b)(1)(ii)(C). It was considered to be safe and proportionate to remove unnecessary burden from GA to include in the list also an ‘instructor assessment of competence’ thereby accepting comment No 662.

FCL.745.A Advanced UPRT course — aeroplanes

The new FCL.745.A is added. Please refer to the opinion stemming from RMT.0581 for the explanatory note.

FCL.735.H Multi-crew cooperation training course — helicopters

In point (b), the name of the FSTD to be used for the training needs to be ‘FTD 2/3(MCC)’ as the current text requires an ‘FTD 2/3’ that cannot be used for MCC training for technical reasons.

2.3.2.9. Subpart I — Additional ratings

FCL.800 Aerobatic rating

FCL.800 is amended by clearly specifying ‘aerobatic rating’ instead of ‘appropriate rating’, thereby accepting comment No 588.

FCL.805 Sailplane towing and banner towing ratings

FCL.805 is amended in (c)(2)(ii) by replacing ‘dual flights’ with ‘dual training flights’. This change is considered necessary in order to align the text with the definition for ‘dual instruction time’ used in FCL.010. In point (d), it was clarified that banner towing privileges need to be limited to the towing method used for the flight instruction, thereby accepting item 16 in comment No 497.

FCL.810 Night rating

In (a)(1) and (b)(2), the text is amended to ensure that the requirements for the aeroplane and the helicopter category are drafted in a consistent way, which was not the case before. The amendments to FCL.810(a)(3) are made to avoid any misunderstanding in the application of this requirement. Such misunderstandings were experienced by several competent authorities when approving night rating training courses. The amendment to (b)(2)(i), where the requirement for ‘5 hours of theoretical knowledge instruction’ is changed to ‘theoretical knowledge instruction’, is considered to be safe and necessary in order to align the text with the requirements of (a)(1)(i). It was decided to amend the text in this way after considering that it is more important to make sure that the content of the theoretical knowledge course is taught rather than to bind it to a certain number of hours and to lift unnecessary burden from GA pilots. In (c), the specification ‘dual’ is introduced for the required two instruction flights to make sure that those training flights cannot be performed only under the supervision of a flight instructor.

FCL.815 Mountain rating

In (e)(1), the term ‘mountain landings’ is replaced with ‘landings on a surface designated as requiring a mountain rating’ to emphasise that not all airfields in the mountains require such a rating since, during implementation, many pilots had doubts about their privileges to land on a mountainous area.



2.3.2.10. Subpart J — Instructors

Although EASA has initiated a separate RMT (RMT.0596) to amend this Subpart, it was agreed with Member States and industry to only amend the text of this Subpart for the most urgent issues. Therefore, some significant changes have been introduced.

FCL.900 Instructor certificates

In (b), the text was reworded for clarity purposes, and to include the possibility to issue such certificate in the case of the introduction of new training courses in Part-FCL. In (c)(1), the content of point (c)(1)(i) is included in the introductory text, and the text is redrafted to avoid ambiguity and misunderstanding. Please refer also to the opinion stemming from RMT.0581 for the explanatory note.

FCL.915 General prerequisites and requirements for instructors

The text in (b) is amended to clarify it and make it better understandable. The separation of licence and class or type rating training is considered necessary to allow also holders of a PPL to train holders of a CPL or an ATPL for class or type ratings they are qualified for. The text is amended to lift unnecessary burden from GA pilots and to achieve harmonised implementation in all Member States. In point (b)(2), the text is changed from 'class rating' to simply 'rating' to ensure also other ratings are included, thereby accepting comment No 30. Finally, a new point (e) is added. Please refer to the opinion stemming from RMT.0581 for the explanatory note.

FCL.935 Assessment of competence

The text is amended from 'aircraft category' to 'aircraft class, type or FSTD' to make sure that all instructor privileges are covered.

FCL.940 Validity of instructor certificates

The text is amended to include a reference to FCL.915(e)(2). Please refer to the opinion stemming from RMT.0581 for the explanatory note.

FCL.905 FI —privileges and conditions

A new point (c) is added to allow a flight instructor to also provide training towards class and type ratings for single-pilot, single-engine aeroplanes, except for single-pilot high-performance complex aeroplanes in multi-pilot operations as agreed during the Aircrew TeB meeting on 5 December 2016. Points (h)(3)(i) and (ii) were amended following some implementation problems that were encountered during the initial implementation phase by several competent authorities. The new text does not change the content of the requirement but intends to ensure a harmonised implementation without any ambiguities in the text. The amendment to (i)(1), where 'training course' was replaced with 'certificate', was necessary since in the referenced FCL.915.CRI(a) the rule text refers to a certificate.

FCL.910.FI Restricted privileges

Point (c)(3) is amended by including LAPL(S) and LAPL(B), thereby accepting comment No 376.

FCL.915.FI Prerequisites

The text is amended in (b)(2)(i) to make it better understandable. The initial wording led in some Member States to discussions about the interpretation of the requirements. The RMG agreed that this new wording is appropriate for a harmonised implementation.



FCL.930.FI Training course

A new point (c) is added to allow applicants for a flight instructor certificate to be credited with the requirement of 25 hours of teaching and learning training if they hold any other instructor rating. In fact, this is done to make this instructor rating easier accessible, thus lifting unnecessary burden from GA pilots.

FCL.940.FI Revalidation and renewal

The requirement in (a)(1)(ii) is amended to align the text with all other instructor ratings by replacing 'refresher seminar' with 'refresher training'. To avoid too many changes in the training programmes, the AMC text to this requirement is amended with a wording that indicates that the refresher training for the revalidation and renewal of the FI certificate should be held as a seminar. Regarding 'renewal' in (b), the requirement is aligned with the other instructor certificates for text-standardisation reasons. To date, the requirements for the renewal provide regulations for a renewal after any lapsed period of time. These requirements were taken over from JAR-FCL 1 where licences had a validity period of five years. This is no longer the case. Therefore, it seems to be appropriate that in the case the instructor rating has lapsed for more than 3 years, the instructor has to receive instructor refresher training as a flight instructor in an ATO following a training syllabus established by the ATO and pass an assessment of competence. The details to be considered by the ATO are detailed in the amended AMC1 FCL.940.FI and FCL.940.IRI, and were aligned with the AMC for other instructor ratings. The significant difference from other instructor certificates to require more training for the renewal only after the rating has lapsed for more than 3 years was specifically introduced to avoid unnecessary burden on GA. The period of 3 years was chosen because an instructor rating is valid for 3 years.

FCL.905.TRI Privileges and conditions

The existing text in (b) is amended as it turned out to be an unnecessary burden on industry to require 3 years of experience as a type rating instructor (TRI) for the privilege to instruct for the issue of a TRI or synthetic flight instructor (SFI) certificate, mainly because the 3 years of experience did not give a realistic indication of the experience the TRI had gained during this time. The proposed text is considered more appropriate to address the concerns and industry needs. The text has undergone some renumbering.

FCL.910.TRI Restricted privileges

The amendments were made to resolve inconsistencies that posed severe implementation problems in the Member States. The rule is complemented with a requirement, which was missing before, on how to remove a restriction. A specification for the qualification to provide line flying under supervision is included and the extension to further types is clarified in connection with the operational suitability data established in accordance with Annex I (Part-21) to Regulation (EU) No 748/2012 (OSD). Following the public consultation, the wording was further refined by accepting item 10 of comment 497. A further amendment was made by deleting the wording 'on the aeroplane' (proposed through NPA 2014-29) based on comments received during the focused consultation with the EASA Advisory Bodies on 10 and 11 October 2016. It was deemed unsafe to perform the training on the aeroplane if a simulator was available.

Point (b)(2) was amended to clarify that in the case of an extension of the TRI to further types, only the relevant parts of the technical training and flight instruction need to be completed in order to avoid



unnecessary duplications in training. A new paragraph was added at the end to specify TRI privilege extensions in the case of variants within a type.

FCL.930.TRI Training course

The text is amended in (a)(2) to specify that the technical training has to be related to the appropriate aircraft. This amendment is necessary in order to solve implementation problems.

FCL.935.TRI Assessment of competence

FCL.935.TRI is amended to solve an implementation problem. The text is changed to clarify that the assessment of competence must be performed in an FFS, if available, in the case of multi-pilot aeroplanes and powered-lift aircraft. Only for TRIs for single-pilot aeroplanes the assessment may be performed on other FSTDs in combination with the aircraft, or solely on the aircraft if it can be demonstrated that the FFS is not available and accessible as per the newly introduced definitions in FCL.010.

FCL.940.TRI Revalidation and renewal

The amendment in (a)(1), where in (i) the recurrent training course was added, are made to solve an implementation issue. It has turned out that it was very difficult for certain types to find complete type rating courses to train future TRIs. All other changes to FCL.940.TRI are made for text standardisation and correction of grammatical errors.

FCL.905.CRI Privileges and conditions

FCL.905.CRI is amended for text consistency by adding a new point (c) to align the privileges of the class rating instructor with those of the flight instructor and the type rating instructor for single-pilot aeroplanes, following also the agreement during the Aircrew TeB meeting on 5 December 2016.

FCL.940.CRI Revalidation and renewal

FCL.940.CRI is amended in (a) to align the text with the rest of the point by including the header 'Revalidation' as for 'Renewal' and highlighting that the pilot has to fulfil two of the three requirements.

FCL.930.IRI Training course

FCL.930.IRI is amended in (c) to align the text for the helicopter category with the requirement for the aeroplane category in (b).

FCL.905.SFI Privileges and conditions

FCL.905.SFI is amended to solve implementation problems. The text is complemented by adding a new point (b), and clarity is promoted through some editorial changes.

FCL.910.SFI Restricted privileges

FCL.910.SFI is amended by adding a new point (b) to align the requirement for the SFI with the TRI requirements. In order to solve an implementation problem and to satisfy strong industry needs, it was considered appropriate to add in the new point (c) the possibility that in addition to the existing TRE also an SFE may supervise the 3 hours of flight instruction required for the extension of the SFI privileges to another FSTD.

FCL.915.SFI Prerequisites



The text is amended in the current (b) to clarify common practice and to reflect all possible scenarios for SFIs holding a valid licence and rating and for those SFIs who have held such a licence. Point (b) is further amended by adding 'or renewal', thereby partially accepting item 11 of comment 497. The changes in the current (d)(1) became necessary as the existing text was too restrictive and without an added value for safety whilst the introduction of the requirement of 500 hours on aeroplanes and 30 hours as PIC on the applicable type were considered safe and more appropriate for the intended result.

FCL.930.SFI Training course

The text is amended in (a)(2) for text-standardisation reasons by adding 'FSTD'.

FCL.940.SFI Revalidation and renewal

A new point (d) is inserted to implement the requirements of the OSD. The changes to (e)(1) and (2) — currently (d)(1) and (d)(2) — were necessary to clarify the requirement.

FCL.930.MCCI Training course

The specific requirements for the MCCI were amended in order to make the text better understandable by replacing 'FNPT II/III, FTD 2/3 or FFS' with 'FSTD'.

FCL.940.MCCI Revalidation and renewal

The specific requirements for the MCCI were amended in order to make the text better understandable by replacing 'FNPT II/III, FTD 2/3 or FFS' with 'FSTD'.

FCL.910.STI Restricted privileges

The RMG decided to amend FCL.910.STI in order to align the text with all other restricted instructor certificates and to solve implementation problems. The alignment with other instructor certificates and clarity issues led to further amendments.

2.3.2.11. Subpart K — Examiners

Despite the fact that EASA has initiated a separate rulemaking task to amend Part-FCL Subpart K, RMT.0596, the RMG considered it necessary to amend the text for the most urgent issues. Therefore, several (sometimes significant) changes have been introduced.

FCL.1000 Examiner certificates

The text in (a)(1) is amended by adding to the requirement that an examiner has to have instructor privileges the sentence 'unless otherwise determined in this Part' because the SFI does not have the privilege to instruct for SFI certificates. The amendments to (c)(1) became necessary to clarify the text which posed implementation problems due to an incorrect wording. It was decided to delete part of the current (b)(1) as it repeated the requirements from (a). The text was reworded to be aligned with FCL.900 (b) and (c) for consistency purposes.

FCL.1005 Limitation of privileges in case of vested interests

Point (a)(2) is deleted. The RMG considered the content of this point not decisive for safety and decided to delete it in order to lift unnecessary burden from GA. A similar change was also included in the latest amendment package to the Aircrew Regulation which will enter into force in 2015.

FCL.1015 Examiner standardisation



Point (b)(1) was clarified by adding a numbering list and several editorial errors were corrected. The term ‘assessment of competence’ is added as this was clearly an omission.

FCL.1025 Validity, revalidation and renewal of examiner certificates

The text in (b)(3) is amended by adding the possibility to replace the supervised test or check by an assessment of competence in accordance with FCL.1020. During the implementation, it became clear that some examiners working for GA were not able to fulfil the requirement and it was decided to support GA and alleviate the requirement.

FCL.1005.TRE Privileges and conditions

The amendment was triggered by the changes to FCL.1015 which were made for text standardisation.

FCL.1010.TRE Prerequisites

In point (a)(4), the reference to the FI was deleted as it was considered that the flight instructor could not have relevant experience to fulfil the duties of a TRE.

FCL.1010.CRE Prerequisites

FCL.1010.CRE is amended by adding to the requirement to hold a CRI certificate the possibility to hold ‘an FI certificate with the privilege to provide class or type rating instruction’ to support GA by easing the access of GA instructors to examiner privileges.

FCL.1010.IRE Prerequisites

FCL.1010.IRE is amended as above to include also qualified FIs in the target group for potential IREs; this is also done to promote easy access for GA instructors.

FCL.1005.SFE Privileges and conditions

The amendments were triggered by the text changes made to Subpart J ‘Instructors’.

FCL.1010.SFE Prerequisites

The amendments are linked to:

- implementation problems that had to be solved;
- text changes due to amendments made in Subpart J; and
- a missing word in (a)(1)(ii) and (b)(2) where the verb ‘hold’ is inserted.

FCL.1005.FIE Privileges and conditions

The text is amended by adding ‘STI(A)’ and ‘STI(H)’ to the list of instructors that may be assessed by the FIE, as STIs were omitted in the current text.

Section 8

A new Section 8 is inserted to cover the specific requirements for senior examiners (SEs). As those examiners play a key role in the qualification of new examiners, there was a strong demand from industry and Member States to define the privileges and conditions for SEs. Therefore, a new FCL.1035.SE ‘Privileges and conditions’ is introduced.



2.3.2.12. Part-FCL Appendices

Appendix 1 — Crediting of theoretical knowledge

The changes to Appendix 1 are contained in 2.1. where the requirement for the theoretical knowledge bridge instruction to be performed in an ATO is added. This change is made for consistency as an approved course can only be performed in an ATO. A complementary change was made in 3.1. The reference to VFR and IFR for the subject communications was deleted to allow for the amendment of the AMC pertaining to the LOs. Further details are provided in the opinion stemming from RMT.0581.

Appendix 2 — Language proficiency rating scale — expert, extended and operational level

Only editorial corrections have been made.

Appendix 3 — Training courses for the issue of a CPL and an ATPL

In 'A. ATP integrated course – aeroplanes', the new sub-paragraph 4(d) is added to include the new FCL.745.A training content to the ATP course. The new sub-paragraphs 7.2 and 9(e) are added to introduce UPRT into the ATP course. Please refer to the opinion stemming from RMT.0581 for an explanatory note.

In 'E. CPL modular course — Aeroplanes', possible credits from other categories of aircraft are introduced in order to make the access to professional licences easier for GA pilots when they have already experience in other aircraft categories. Similar changes are made for the helicopter category.

In 'N. CPL modular course — Airships', the text on the experience requirement is amended to be in line with the requirements of ICAO Annex 1.

Appendices 4, 5, 6 and 7

Appendices 4, 5, 6 and 7 are only amended in order to correct formatting and grammatical errors.

Appendix 8 — Cross-crediting of the IR part of a class or type rating proficiency check

This appendix has posed huge implementation problems to competent authorities and industry as the way it was drafted allowed for several, different interpretations. Therefore, the RMG entirely redrafted the aeroplane section and corrected the helicopter part, where necessary.

Appendix 9 — Training, skill test and proficiency check for MPL, ATPL, type and class ratings and proficiency check for IRs

This appendix is amended in paragraph 10. The wording 'may be performed' is added, thereby partially accepting comment No 484. Paragraph 17 is amended to satisfy strong industry needs. There are large ATOs that do not own any aircraft but use only FFS for the type rating training. It has become difficult for pilots to perform the aircraft training and, therefore, it was necessary to make the access to the aircraft training easier. The RMG specifically wanted the training to be kept within an ATO with the only exception that aircraft operator certificate (AOC) holders may also perform it as they are also subject to organisation approval and oversight. After further internal review and discussions at EASA, it was decided to allow the aircraft training outside an ATO for single-pilot type ratings. This decision is based on the fact that for this segment in aviation, it is inherently challenging to find even an AOC with such aircraft available for the aircraft training. To mitigate possible risks, the proposed requirement stipulates prior approval from the competent authority of the applicant. EASA intends to draft AMC/GM to provide the criteria for such an approval.



In paragraph (a) of Section 5 ‘Single-pilot aeroplanes, except for high-performance complex aeroplanes’, a reference to other training devices (OTDs) is added, and paragraphs (b), (f)(i), (f)(ii) were amended to refer to ‘FSTD’. Both changes were made following an agreement during the Aircrew TeB meeting on 5 December 2016. Paragraph (g) was replaced, and (h), (i), (j) and (k), including a new table, are added to specify the bridge course from single-pilot to multi-pilot operations and the requirement to pass a proficiency check in multi-pilot operations in line with the changes to FCL.725, and to require the new items added to the table in Section 6 stemming from RMT.0581. Please refer to the opinion stemming from RMT.0581 for an explanatory note. Furthermore, the tables containing the training syllabus and the test and check items were revised to specify that the training devices shall be only FSTD or aircraft for training, testing and checking. Finally, and the relevant table now includes a reference to TMGs.

In Section 6 ‘Multi-pilot aeroplanes and single-pilot high-performance complex aeroplanes’ the text is amended in (a) adding OTDs as per Section 5, and clarifying the use of an ‘FFS’ instead of ‘simulator’. Paragraph (c) is amended by deleting the sentence that allowed for a restriction to VFR only. The RMG amended it as it seems unrealistic to fly an MPA VFR only. In paragraph (e), the existing text is complemented to create also for those aeroplanes for which no simulator exists the possibility to use other FSTDs.

Comments received for the use of a specific FSTD (FNPT II, MCC, FTD2) have resulted in an intensive review of the training, testing and checking programme for class and type ratings contained in Appendix 9. As a result of this review, Appendix 9 is amended. These amendments were consulted with the members of the TeB during the meeting on 5 December 2016.

The table of Section 6 was revised as per Section 5. Some of the training items in the table are amended as a result of the opinion stemming from RMT.0581. Please refer to the respective explanatory note.

Furthermore, the text was amended to clarify the different training, testing and checking possibilities for single-pilot aeroplanes when operated in multi-pilot operations.

2.3.3. Annex II — Conditions for the conversion of existing national licences and ratings for aeroplanes and helicopters

The amendments of Annex II are purely editorial.

2.3.4. Annex III — Conditions for the acceptance of licences issued by or on behalf of third countries

Annex II is amended for clarity and language errors.

2.4. What are the stakeholders’ views — outcome of the consultation

The outcome of the consultation for all subparts except Subpart J and K is presented in CRD 2014-29(A) which is published as an Appendix to this Opinion. Many comments relating to the Subparts A to I, the appendices and to Annex II and III were accepted. Some comments that were not accepted pertained to proposed changes in the NPA that in the meantime had been dealt with through other amendments to the Aircrew Regulation.

Of the comments received with regard to the instructor and examiner section of Part-FCL, only a few were taken into consideration. EASA has started a separate rulemaking task (RMT.0596) to amend



Subparts J and K to Part-FCL. During the work on this task, all comments that were not taken into consideration for this Opinion will be evaluated separately.

At the meeting of the Aircrew Technical Body (TeB) on 5 December 2016 the draft CRD and the draft ruletext were presented to stakeholders from Member States and industry and have received a very positive feedback from them.

2.5. What are the expected benefits and drawbacks of the proposals

The proposed changes do not require a regulatory impact assessment (RIA), as they address predominantly inconsistencies, editorial mistakes, and update of outdated requirements. In this case, no RIA is necessary to be prepared. No RIA was conducted in the context of the development of NPA 2014-29(A) as well.

Therefore, the current proposal does not include assessment of the expected benefits and costs in the implementation of the updated Aircrew Regulation.

2.6. How do we monitor and evaluate the rules

Continuous feedback through standardisation inspections, discussions with the EASA Advisory Bodies and via questions and requests for clarifications, will ensure that EASA can effectively monitor the application of the updated Aircrew Regulation.

The updated Air Crew Regulation might be subject to evaluation which will judge how well the adopted rules have performed (or are working). The decision whether an evaluation will be necessary will be taken based also on the monitoring results.

Cologne, 29 June 2017

[signed by]

Patrick KY
Executive Director



3. References

3.1. Affected regulations

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)

3.2. Related decisions

- Decision No 2011/016/R of the Executive Director of the European Aviation Safety Agency of 15 December 2011 on Acceptable Means of Compliance and Guidance Material to 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 'Acceptable Means of Compliance and Guidance Material to Part-FCL'

3.3. Other reference documents

- Decision No 2012/010/R of the Executive Director of the European Aviation Safety Agency of 4th July 2012 on the Certification Specifications for Aeroplane Flight Simulation Training Devices
- Decision No 2012/011/R of the Executive Director of the European Aviation Safety Agency of 26th June 2012 on the Certification Specifications for Helicopter Flight Simulation Training Devices



4. Appendix

CRD 2014-29(A) [separate document]

