



Brussels, **XXX**
[...](2019) **XXX** draft

ANNEX Ia TO EASA OPINION No 08/2019

COMMISSION IMPLEMENTING REGULATION (EU) .../...

of **XXX**

**amending Commission Regulation (EU) No 965/2012 as regards the requirements for
flight crew competence and training methods**

COMMISSION IMPLEMENTING REGULATION (EU) .../...

of **XXX**

amending Commission Regulation (EU) No 965/2012 as regards the requirements for flight crew competence and training methods

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

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

Whereas:

- (1) [Operators and personnel that are involved in the operation of aircraft, as well as their competent authorities, shall comply with the relevant essential requirements for air operations set out in Regulation \(EU\) 2018/1139.](#)
- (2) The principal objective of Regulation (EU) 2018/1139 is to establish and maintain a high uniform level of civil aviation safety in the Union (Article 1).
- (3) Commission Regulation (EU) No 965/2012 ⁽²⁾ lays down the requirements for an aircraft operator as regards the training and checking requirements for its pilots.
- (4) The European Plan for Aviation Safety, pursuant to Article 6 of Regulation (EU) 2018/1139, has identified that it is of key importance for aviation personnel to have the right competencies and adapt training methods to cope with the new challenges of the aviation industry ahead.
- (5) The International Civil Aviation Organization (ICAO) published in 2013 Doc 9995 AN/497 ‘Manual of evidence-based training’.
- (6) The objective of evidence-based training (EBT) is to improve safety and to enhance the capability of flight crews to operate the aircraft in all flight regimes by being able to recognise and manage unexpected situations.
- (7) Commission Regulation (EU) No 965/2012 should therefore be amended to reflect the ICAO Doc 9995 ‘Manual of evidence-based training’ guidance with the aim of enhancing flight crew competence and improving training methods.
- (8) [The European Union Aviation Safety Agency has prepared draft implementing rules and submitted them with Opinion No 08/2019 ^{\(3\)} in accordance with points \(b\) and \(c\) of Article 75\(2\) and with Article 76\(1\) of Regulation \(EU\) 2018/1139.](#)

⁽¹⁾ OJ L 212, 22.8.2019, p. 1.

⁽²⁾ Commission Regulation (EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 296, 25.10.2012, p. 1).

(9) The measures provided for in this Regulation are in accordance with the opinion of the committee established in accordance with Article 127 of Regulation (EU) 2018/1139,
HAS ADOPTED THIS REGULATION:

Article 1

Amendments to Commission Regulation (EU) No 965/2012

Commission Regulation (EU) No 965/2012 is amended in accordance with the Annex to this Regulation.

Article 2

Date of entry into force and application

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

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

Done at Brussels,

For the Commission
The President
[...]

⁽³⁾ <https://www.easa.europa.eu/document-library/opinions>