



Brussels, **XXX**
[...](2016) **XXX** draft

ANNEX to EASA Opinion No 16/2016

COMMISSION REGULATION (EU) No .../..

of **XXX**

**on making the multi-crew pilot licence take-off and landing requirement more
competency-based**

COMMISSION REGULATION (EU) No .../..

of **XXX**

on making the multi-crew pilot licence take-off and landing requirement more competency-based

THE EUROPEAN COMMISSION,

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

Having regard to 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 ⁽¹⁾, and in particular Article 7(6) thereof,

Whereas:

- (1) Commission Regulation (EU) No 1178/2011 ⁽²⁾ establishes conditions for pilots involved in the operation of certain aircraft, as well as for flight simulation training devices, persons and organisations involved in the training, testing and checking of those pilots.
- (2) The International Civil Aviation Organization (ICAO) standards for the multi-crew pilot licence (MPL) were transposed into Subpart E and Appendix 5 of Annex I (Part-FCL) to Commission Regulation (EU) No 1178/2011. When drafting the relevant parts of the implementing rules (IRs), only the former requirements from Joint Aviation Requirements Flight Crew Licensing 1 (JAR-FCL 1) were taken into consideration, and it was omitted to be fully aligned with the ICAO Doc 9868 ‘Procedures for Air Navigation Services — Training’ (PANS-TRG) recommendations. Moreover, the European Commission is pursuing a more competency-based approach to ensure proportionate and performance-based requirements. Consequently, the take-off and landing training requirement during the advanced phase of an MPL training course should be amended to be made more competency-based.
- (3) Commission Regulation (EU) No 1178/2011 should therefore be amended accordingly.
- (4) The measures provided for in this Regulation are based on Opinion No 16/2016 issued by the European Aviation Safety Agency in accordance with Article 19(1) of Regulation (EC) No 216/2008.
- (5) The measures provided for in this Regulation are in accordance with the opinion of the European Aviation Safety Agency Committee established by Article 65 of Regulation (EC) No 216/2008,

¹ OJ L 79, 19.3.2008, p. 1.

² Commission Regulation (EU) No 1178/2011 of 3 November 2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 311, 25.11.2011, p. 1).

HAS ADOPTED THIS REGULATION:

Article 1

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

1. In Annex I (Part-FCL), point 11 of Appendix 5 is replaced by the following:
 - ‘11. The training course shall include at least 12 take-offs and landings to ensure competency. The take-offs and landings may be reduced to at least 6 provided that prior to delivering the training, the ATO and the operator ensure that:
 - (a) a procedure is in place to assess the required level of competency of the student pilot; and
 - (b) a process is in place to ensure that corrective action is taken if in-training evaluation indicates the need to do so.

These take-offs and landings shall be performed under the supervision of an instructor in an aeroplane for which the type rating shall be issued.’

Article 2

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

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

Done at Brussels,

For the Commission
The President
[...]