

Executive Director Decision

2020/018/R

of 11 November 2020

issuing the following:

Amendment 10 to Issue 1 of the Acceptable Means of Compliance and Guidance Material to Annex I (Part-FCL) to Commission Regulation (EU) No 1178/2011

‘AMC & GM to Part-FCL — Issue 1, Amendment 10’

and

Amendment 10 to Issue 1 of the Acceptable Means of Compliance and Guidance Material to Annex VI (Part-ARA) to Commission Regulation (EU) No 1178/2011

‘AMC & GM to Part-ARA — Issue 1, Amendment 10’

‘Basic instrument rating’

THE EXECUTIVE DIRECTOR OF THE EUROPEAN UNION AVIATION SAFETY AGENCY (EASA),

Having regard to Regulation (EU) 2018/1139¹, and in particular Article 104(3)(a) thereof,

Having regard to Commission Regulation (EU) No 1178/2011², and in particular ARA.GEN.120 of Annex VI (Part-ARA) and point ORA.GEN.120 of Annex VII (Part-ORA) thereto,

Whereas:

- (1) EASA shall, pursuant to Article 76(3) of Regulation (EU) 2018/1139, issue certification specifications and acceptable means of compliance, as well as guidance material, for the application of Regulation (EU) 2018/1139 and of the delegated and implementing acts adopted on the basis thereof.
- (2) Acceptable means of compliance are non-binding standards issued by EASA which may be used by persons and organisations to demonstrate compliance with Regulation (EU) 2018/1139 and the delegated and implementing acts adopted on the basis thereof.

¹ 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 (OJ L 212, 22.8.2018, p. 1) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1535612134845&uri=CELEX:32018R1139>).

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 (EU) No 216/2008 of the European Parliament and of the Council (OJ L 311, 25.11.2011, p. 1) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1598623920761&uri=CELEX:32011R1178>).

- (3) Guidance material is non-binding material issued by EASA which helps to illustrate the meaning of a requirement or specification and is used to support the interpretation of Regulation (EU) 2018/1139, the delegated and implementing acts adopted on the basis thereof, certification specifications and acceptable means of compliance.
- (4) With Decision 2011/016/R of 15 December 2011, the Executive Director issued Acceptable Means of Compliance and Guidance Material to Annex I (Part-FCL) of Commission Regulation (EU) No 1178/2011.
- (5) With Decision 2012/006/R of 19 April 2012, the Executive Director issued Acceptable Means of Compliance and Guidance Material to Annex VI (Part-ARA) of Commission Regulation (EU) No 1178/2011.
- (6) EASA shall, pursuant to Article 4(1)(a) of Regulation (EU) 2018/1139, reflect the state of the art and the best practices in the field of and update its decisions taking into account worldwide aviation experience and scientific and technical progress in the respective fields.
- (7) With this Decision EASA addresses the objective to work towards simpler, lighter and better rules for General Aviation, as established in the EASA General Aviation Roadmap.
- (8) In order to further improve aviation safety, pilots that are engaged in aerial sport and recreational activities should be encouraged to obtain privileges for flying in accordance with instrument flight rules (IFR). Therefore, the rules concerning IFR privileges have been adapted by Commission Implementing Regulation (EU) 2020/359 by introducing the basic instrument rating (BIR) in Annex I (Part-FCL) to Regulation (EU) No 1178/2011. The BIR has been specifically tailored to the needs of pilots who are engaged in aerial sport and recreational flying activities as regards the content of their training and the scope of their privileges.
- (9) The key principles for the BIR are that the training is entirely competency-based and flexible, and focuses on the practical needs of general aviation (GA) pilots, and that the practical training and testing standards are similar to those for the competency-based instrument rating (CB-IR) in the current Part-FCL. The competency-based training for the BIR is conducted through a modular training system.
- (10) Each module in this modular training system contains the required individual competencies. It will be up to the training organisation or instructor to determine whether the competencies have been assimilated to the required standard before progressing to the next module or skill test. This will allow candidates with a good aptitude to progress faster, while ensuring that slower-learning candidates progress only when they are ready to do so. Accordingly, the AMC and GM regarding the BIR provide supporting material for the training organisations, examiners and competent authorities concerning the new competency-based BIR and the related examination procedures.
- (11) With the introduction of the BIR, the en route instrument rating (EIR) in point FCL.825 of Annex I (Part-FCL) to Regulation (EU) No 1178/2011 becomes redundant and has been deleted. Consequently, AMC and GM based on point FCL.825 should be deleted as well by this Decision.



- (12) EASA, pursuant to Article 115(1)(c) of Regulation (EU) 2018/1139 and Articles 6(3), 7 and 8 of the EASA Rulemaking Procedure³, has widely consulted the interested parties on the matters which are the subject of this Decision, and has provided thereafter a written response to the comments received⁴,

HAS DECIDED:

Article 1

The Annex to Decision 2011/016/R (AMC and GM to Part-FCL) of the Executive Director of the Agency of 15 December 2011 is amended as laid down in Annex I to this Decision.

Article 2

The Annex to Decision 2012/006/R (AMC and GM to Part-ARA) of the Executive Director of the Agency of 19 April 2012 is amended as laid down in Annex II to this Decision.

Article 3

This Decision shall enter into force on the day following that of its publication in the Official Publication of EASA.

It shall apply from 8 September 2021.

Cologne, 11 November 2020

*For the European Union Aviation Safety Agency
The Executive Director*

Patrick KY

³ EASA Management Board (MB) Decision No 18-2015 of 15 December 2015 replacing Decision 01/2012 concerning the procedure to be applied by the Agency for the issuing of opinions, certification specifications, acceptable means of compliance and guidance material ('Rulemaking Procedure') (<http://www.easa.europa.eu/system/files/dfu/EASA%20MB%20Decision%2018-2015%20on%20Rulemaking%20Procedure.pdf>).

⁴ <http://easa.europa.eu/document-library/comment-response-documents>

