

## Executive Director Decision

**2021/002/R**

**of 1 March 2021**

**issuing the following:**

**Amendment 12 to Issue 1 of the Acceptable Means of Compliance and Guidance Material to Annex I (Definitions) to Commission Regulation (EU) No 965/2012**

**‘AMC and GM to Annex I (Definitions) to Commission Regulation (EU) No 965/2012 — Issue 1 — Amendment 12’**

and

**Amendment 11 to Issue 3 of the Acceptable Means of Compliance and Guidance Material to Annex II (Part-ARO) to Commission Regulation (EU) No 965/2012**

**‘AMC and GM to Annex II (Part-ARO) to Commission Regulation (EU) No 965/2012 — Issue 3 — Amendment 11’**

and

**Amendment 17 to Issue 2 of the Acceptable Means of Compliance and Guidance Material to Annex III (Part-ORO) to Commission Regulation (EU) No 965/2012**

**‘AMC and GM to Annex III (Part-ORO) to Commission Regulation (EU) No 965/2012 — Issue 2 — Amendment 17’**

and

**Amendment 11 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 and GM to Annex I (Part-FCL) to Commission Regulation (EU) No 1178/2011 — Issue 1 — Amendment 11’**

and

**Amendment 11 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 and GM to Annex VI (Part-ARA) to Commission Regulation (EU) No 1178/2011 —  
Issue 1 — Amendment 11’**

**‘Evidence-based training (EBT)’**

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

Having regard to Regulation (EU) 2018/1139<sup>1</sup>, and in particular Article 104(3)(a) thereof,

Having regard to Regulation (EU) No 965/2012<sup>2</sup>, and in particular point ARO.GEN.120 of Annex II (Part-ARO) thereto,

Having regard to Regulation (EU) No 1178/2011<sup>3</sup>, and in particular point ARA.GEN.120 of Annex VI (Part-ARA) 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.
- (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 N° 2012/015/Directorate R, of 24 October 2012, the Executive Director issued the Acceptable Means of Compliance and Guidance Material to Annex I (Definitions) to Regulation (EU) No 965/2012.
- (5) With Decision 2014/025/R, of 28 July 2014, the Executive Director issued the Acceptable Means of Compliance and Guidance Material to Annex II (Part-ARO) to Commission Regulation (EU) No 965/2012 (Issue 3).

<sup>1</sup> 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>).

<sup>2</sup> 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) (<http://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32012R0965&rid=1>).

<sup>3</sup> 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) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1528301490110&uri=CELEX:32011R1178>).



- (6) With Decision 2014/017/R, of 24 April 2014, the Executive Director issued the Acceptable Means of Compliance and Guidance Material to Annex III (Part-ORO) to Commission Regulation (EU) No 965/2012 (Issue 2).
- (7) With Decision N° 2011/016/R, of 15 December 2011, the Executive Director issued the Acceptable Means of Compliance and Guidance Material to Annex I (Part-FCL) to Regulation (EU) No 1178/2011.
- (8) With Decision N° 2012/006/R, of 19 April 2012, the Executive Director issued the Acceptable Means of Compliance and Guidance Material to Annex VI (Part-ARA) to Regulation (EU) No 1178/2011.
- (9) 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.
- (10) 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.
- (11) The International Civil Aviation Organization (ICAO) published in 2013 Doc 9995 AN/497 'Manual of evidence-based training'.
- (12) The objective of evidence-based training (EBT) is to improve safety through the enhancement of the capability of flight crews to operate the aircraft in today's operational environment and in all flight regimes by being able to:
  - (a) recognise, prevent and manage the relevant threat and errors based on evidence collected in operations and training; and
  - (b) recognise and manage the unexpected situations that may occur.
- (13) The objective of the EBT programme is to identify, develop and evaluate the key competencies required by flight crew to operate safely, effectively and efficiently in a commercial air transport environment. Those competencies are the vehicle to achieve the objectives described above. This results in a more effective training that focuses on the recurrent training of flight crew and thus increases the operational safety.
- (14) The EU regulatory framework has therefore been amended, through the adoption of Commission Implementing Regulations (EU) 2020/2036<sup>4</sup> and 2020/2193<sup>5</sup>, to reflect the ICAO Doc 9995 'Manual of evidence-based training' guidance with the aim of enhancing flight crew competence and improving training methods.

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<sup>4</sup> Commission Implementing Regulation (EU) 2020/2036 of 9 December 2020 amending Regulation (EU) No 965/2012 as regards the requirements for flight crew competence and training methods and postponing dates of application of certain measures in the context of the COVID-19 pandemic (OJ L 416, 11.12.2020, p. 24) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32020R2036&qid=1610360456556>).

<sup>5</sup> Commission Implementing Regulation (EU) 2020/2193 of 16 December 2020 amending Regulation (EU) No 1178/2011 as regards the requirements for flight crew competence and training methods, and as regards the reporting, analysis and follow-up of occurrences in civil aviation (OJ L 434, 23.12.2020, p. 13) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32020R2193&qid=1610360487565>).

- (15) Following the adoption of the above-mentioned Regulations, EASA has determined the need to amend the associated acceptable means of compliance and guidance material to facilitate the implementation of the amended implementing rules.
- (8) EASA, pursuant to Article 115(1)(c) of Regulation (EU) 2018/1139 and Articles 6(3), 7 and 8 of the EASA Rulemaking Procedure<sup>6</sup>, 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 received<sup>7</sup>,

HAS DECIDED:

**Article 1**

The Annex to Decision N° 2012/015/Directorate R of the Executive Director of the European Aviation Safety Agency of 24 October 2012 is amended as laid down in Annex I to this Decision.

**Article 2**

The Annex to Decision 2014/025/R of the Executive Director of the European Aviation Safety Agency of 28 July 2014 is amended as laid down in Annex II to this Decision.

**Article 3**

The Annex to Decision 2014/017/R of the Executive Director of the European Aviation Safety Agency of 24 April 2014 is amended as laid down in Annex III to this Decision.

**Article 4**

The Annex to Decision N° 2011/016/R of the Executive Director of the European Aviation Safety Agency of 15 December 2011 is amended as laid down in Annex IV to this Decision.

**Article 5**

The Annex to Decision N° 2012/006/R of the Executive Director of the European Aviation Safety Agency of 19 April 2012 is amended as laid down in Annex V to this Decision.

**Article 6**

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

Cologne, 1 March 2021

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

Patrick KY

<sup>6</sup> 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>).

<sup>7</sup> <http://easa.europa.eu/document-library/comment-response-documents>

