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ANNEX TO EASA OPINION No 03/2013

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

of **XXX**

amending 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 — Annex I, II and III

(Text with EEA relevance)

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(Text with EEA relevance)

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/EC¹, and in particular Article 7 thereof,

Whereas:

- (1) Commission Regulation (EU) No 1178/2011² lays down detailed rules for pilot licensing.
- (2) That Regulation contains in Annex I (Part-FCL) requirements for training and checking towards an instrument rating (IR). These requirements for the IR were based on the former JAR-FCL requirements, and a need for their review has been identified.
- (3) Therefore, this regulation amends the existing requirements, while introducing additional requirements for the qualification to fly in instrument meteorological conditions and specific requirements for sailplane cloud flying operations.
- (4) In order to ensure that instrument training or experience gained before the application of this Regulation may be taken into account for the purpose of obtaining these ratings, the conditions for crediting this training, or the instrument experience gained should be laid down.
- (5) It should be possible for Member States to give credit for the instrument experience of a third-country rating holder if a level of safety equivalent to that specified by Regulation (EC) No 216/2008 can be guaranteed. Conditions for recognising this experience should also be laid down.
- (6) In order to ensure a smooth transition and a high uniform level of civil aviation safety in the European Union, implementing measures should reflect the state of the art, including best practices, and scientific and technical progress in the field of pilot training. Accordingly, technical requirements and administrative procedures agreed by the International Civil Aviation Organization (ICAO) and the already developed requirements in Part-FCL as well as the existing national legislation, pertaining to a

¹ *OJ L 143, 30.4.2004, p. 76.*

² *OJ L 311, 25.11.2011, p. 1.*

specific national environment, should be considered and reflected by this set of rules taking into account the specific needs of General Aviation pilots in Europe.

- (7) The Agency prepared draft Implementing Rules and submitted them as an Opinion to the Commission in accordance with Article 19(1) of Regulation (EC) No 216/2008.
- (8) 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,

HAS ADOPTED THIS REGULATION:

Article 1

Annexes I, II and III to Commission Regulation (EU) No 1178/2011 are amended in accordance with the Annexes to this Regulation.

Article 2

This Regulation shall enter into force on the 20th day following 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*

ANNEX 1

Annex I (Part-FCL) to Commission Regulation (EU) No 1178/2011 is amended as follows:

Subpart A — General Requirements

1. FCL.025 is amended as follows:

‘FCL.025 Theoretical knowledge examinations for the issue of licences

[...]

(c) *Validity period*

(1) The successful completion of the theoretical knowledge examinations will be valid:

[...]

(ii) for the issue of a commercial pilot licence, ~~or~~ instrument rating (IR) or en route instrument rating (EIR), for a period of 36 months;

[...]

2. FCL.035 is amended as follows:

‘FCL.035 Crediting of flight time and theoretical knowledge

[...]

(b) *Crediting of theoretical knowledge*

(1) An applicant having passed the theoretical knowledge examination for an airline transport pilot licence shall be credited with the theoretical knowledge requirements for the light aircraft pilot licence, the private pilot licence, the commercial pilot licence and, except in the case of helicopters, the IR and the EIR in the same category of aircraft.

[...]

(4) Notwithstanding (b)(3) above, the holder of an IR(A) who has completed a competency-based modular IR(A) course or the holder of an EIR shall only be credited in full towards the requirements for theoretical knowledge instruction and examination for an IR in another category of aircraft when also having passed the theoretical knowledge instruction and examination for the IFR part of the course required in accordance with FCL.720.A.(b)(2)(i).

(45)

[...]

3. FCL.055 is amended as follows:

‘FCL.055 Language proficiency

[...]

- (d) ~~Specific requirements for holders of an instrument rating (IR). Without prejudice to the paragraphs above, holders of an IR shall have demonstrated the ability to use the English language at a level that allows them to:~~
- ~~(1) understand all the information relevant to the accomplishment of all phases of a flight, including flight preparation;~~
 - ~~(2) use radio telephony in all phases of flight, including emergency situations;~~
 - ~~(3) communicate with other crew members during all phases of flight, including flight preparation.~~
- (de) The demonstration of language proficiency ~~and of the use of English for IR holders~~ shall be done through a method of assessment established by the competent authority.

Subpart G — Instrument Rating — Section 1

4. FCL.600 is amended as follows:

‘FCL.600 IR — General

Except as provided in FCL.825, ~~Operations under IFR on an aeroplane, helicopter, airship or powered-lift aircraft shall only be conducted by holders of a PPL, CPL, MPL and ATPL with an IR appropriate to the category of aircraft or when undergoing skill testing or dual instruction.~~’

5. FCL.610 is amended as follows:

‘FCL.610 IR — Prerequisites and crediting

Applicants for an IR shall:

- (a) hold:
 - (1) at least a PPL in the appropriate aircraft category, and:
 - (i) the privileges to fly at night in accordance with FCL.810, ~~if the IR privileges will be used at night;~~ or
 - [...]
- (b) have completed at least 50 hours of cross-country flight time as PIC in aeroplanes, ~~TMGs~~, helicopters or airships, of which at least 10 or, in the case of airships, 20 hours shall be in the relevant aircraft category.

[...]

Subpart H — Class and type ratings — Section 1

6. FCL.725 is amended as follows:

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

[...]

- (b) *Theoretical knowledge examination.* The applicant for a class or type rating shall pass a theoretical knowledge examination organised by the ATO to demonstrate the

level of theoretical knowledge required for the safe operation of the applicable aircraft class or type.

[...]

- (4) For single-pilot aeroplanes that are classified as high performance aeroplanes, the examination shall be written and comprise at least 6100 multiple-choice questions distributed appropriately across the ~~main~~ subjects of the syllabus.

[...]

Subpart H — Class and type ratings — Section 2

7. FCL.740.A is amended as follows:

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

- (a) Revalidation of multi-engine class ratings and type ratings. For revalidation of multi-engine class ratings and type ratings, the applicant shall:

[...]

- (4) The revalidation of an en route instrument rating (EIR) or an IR(A), if held, may be combined with a proficiency check for the revalidation of a class or type rating.

[...]

Subpart I — Additional Ratings

8. A new paragraph FCL.825 is added:

‘FCL.825 En route instrument rating (EIR)

- (a) *Privileges and conditions*

- (1) The privileges of the holder of an en route instrument rating (EIR) are to conduct flights by day under IFR in the en route phase of flight, with an aeroplane for which a class or type rating is held. The privilege may be extended to conduct flights by night under IFR in the en route phase of flight if the pilot holds a night rating in accordance with FCL.810.

- (2) The holder of the EIR shall only commence or continue a flight on which he/she intends to exercise the privileges of his/her rating if the latest available meteorological information indicates that:

- (i) the weather conditions on departure are such as to enable the segment of the flight from take-off to a planned VFR-to-IFR transition to be conducted in compliance with VFR; and

- (ii) at the estimated time of arrival at the planned destination aerodrome, the weather conditions will be such as to enable the segment of the flight from an IFR-to-VFR transition to landing to be conducted in compliance with VFR.

- (b) *Prerequisites.* Applicants for the EIR shall hold at least a PPL(A) and shall have completed at least 20 hours of cross-country flight time as PIC in aeroplanes.

- (c) *Training course.* Applicants for an EIR shall have completed, within a period of 36 months at an ATO:
- (1) at least 80 hours of theoretical knowledge instruction in accordance with FCL.615; and
 - (2) instrument flight instruction, during which:
 - (i) the flying training for a single-engine EIR shall include at least 15 hours of instrument flight time under instruction; and
 - (ii) the flying training for a multi-engine EIR shall include at least 16 hours of instrument flight time under instruction, of which at least 4 hours shall be in multi-engine aeroplanes.
- (d) *Theoretical knowledge.* Prior to taking the skill test, the applicant shall demonstrate a level of theoretical knowledge appropriate to the privileges granted, in the subjects referred to in FCL.615(b).
- (e) *Skill test.* After the completion of the training, the applicant shall pass a skill test in an aeroplane with an IRE. For a multi-engine EIR, the skill test shall be taken in a multi-engine aeroplane. For a single-engine EIR, the test shall be taken in a single-engine aeroplane.
- (f) By way of derogation from (c) and (d), the holder of a single-engine EIR who also holds a multi-engine class or type rating wishing to obtain a multi-engine EIR for the first time, shall complete a course at an ATO comprising at least 2 hours instrument flight time under instruction in the en route phase of flight in multi-engine aeroplanes and shall pass the skill test referred to in (e).
- (g) *Validity, revalidation, and renewal.*
- (1) An EIR shall be valid for 1 year.
 - (2) Applicants for the revalidation of an EIR shall:
 - (i) pass a proficiency check in an aeroplane within the 3 months immediately preceding the expiry date of the rating; or
 - (ii) within the 12 months preceding the expiry date of the rating, complete 6 hours as PIC under IFR and a training flight of at least 1 hour with an instructor holding privileges to provide training for the IR(A) or EIR.
 - (3) For each alternate subsequent revalidation, the holder of the EIR shall pass a proficiency check in accordance with (g)(2)(i) above.
 - (4) If an EIR has expired, in order to renew their privileges applicants shall:
 - (i) complete refresher training provided by an instructor holding privileges to provide training for the IR(A) or EIR to reach the level of proficiency needed; and
 - (ii) complete a proficiency check.
 - (5) If the EIR has not been revalidated or renewed within 7 years from the last validity date, the holder will also be required to pass again the EIR theoretical knowledge examinations in accordance with FCL.615(b).
 - (6) For a multi-engine EIR, the proficiency check for the revalidation or renewal, and the training flight required in (g)(2)(ii) have to be completed in a multi-

engine aeroplane. If the pilot also holds a single-engine EIR, this proficiency check shall also achieve revalidation or renewal of the single-engine EIR.

- (h) When the applicant for the EIR has completed instrument flight time under instruction with an IRI(A) or an FI(A) holding the privilege to provide training for the IR or EIR, these hours may be credited towards the hours required in (c)(2)(i) and (ii) above up to a maximum of 5 or 6 hours respectively. The 4 hours of instrument flight instruction in multi-engine aeroplanes required in (c)(2)(ii) above shall not be subject to this credit.
 - (1) To determine the amount of hours to be credited and to establish the training needs, the applicant shall complete a pre-entry assessment at the ATO.
 - (2) The completion of the instrument flight instruction provided by an IRI(A) or FI(A) shall be documented in a specific training record and signed by the instructor.
- (i) Applicants for the EIR, holding a Part-FCL PPL or CPL and a valid IR(A) issued in accordance with the requirements of Annex 1 to the Chicago Convention by a third country, may be credited in full towards the training course requirements mentioned in (c) above. In order to be issued the EIR, the applicant shall:
 - (1) successfully complete the skill test for the EIR;
 - (2) by way of derogation from (d) above, demonstrate during the skill test towards the examiner that he/she has acquired an adequate level of theoretical knowledge of air law, meteorology and flight planning and performance (IR);
 - (3) have a minimum experience of at least 25 hours of flight time under IFR as PIC on aeroplanes.

Subpart I — Additional Ratings

9. A new paragraph FCL.830 is added as follows:

FCL.830 Sailplane Cloud Flying Rating

- (a) Holders of a pilot licence with privileges to fly sailplanes shall only operate a sailplane or a powered sailplane, excluding TMG, within cloud when they hold a sailplane cloud flying rating.
- (b) Applicants for a sailplane cloud flying rating shall have completed at least:
 - (1) 30 hours as PIC in sailplanes or powered sailplanes after the issue of the licence;
 - (2) a training course at an ATO including:
 - (i) theoretical knowledge instruction; and
 - (ii) at least 2 hours of dual flight instruction in sailplanes or powered sailplanes, controlling the sailplane solely by reference to instruments, of which a maximum of one hour may be completed on TMGs; and
 - (3) a skill test with an FE qualified for this purpose.
- (c) Holders of an EIR or an IR(A) shall be credited against the requirement of (b)(2)(i) above. By way of derogation from (b)(2)(ii), at least one hour of dual flight

instruction in a sailplane or powered sailplane, excluding TMG, controlling the sailplane solely by reference to instruments shall be completed.

- (d) Holders of a cloud flying rating shall only exercise their privileges when they have completed in the last 24 months at least 1 hour of flight time, or 5 flights as PIC exercising the privileges of the cloud flying rating, in sailplanes or powered sailplanes, excluding TMGs.
- (e) Holders of a cloud flying rating who do not comply with the requirements in (d) shall, before they resume the exercise of their privileges:
 - (1) undertake a proficiency check with an FE qualified for this purpose; or
 - (2) perform the additional flight time or flights required in (d) with a qualified instructor.
- (f) Holders of a valid EIR or an IR(A) shall be credited in full against the requirements in (d).

Subpart J — Instructors — Section 2

10. FCL.905.FI is amended as follows:

‘FCL.905.FI FI — Privileges and conditions

The privileges of an FI are to conduct flight instruction for the issue, revalidation or renewal of:

[...]

- (f) a towing, ~~or~~ aerobatic or, in the case of an FI(S), a cloud flying rating, provided that such privileges are held and the FI has demonstrated the ability to instruct for that rating to an FI qualified in accordance with (i) below;
- (g) an EIR or an IR in the appropriate aircraft category, provided that the FI has:
 - (1) at least 200 hours of flight time under IFR, of which up to 50 hours may be instrument ground time in an FFS, an FTD 2/3 or FNPT II;

[...]

Subpart J — Instructors — Section 4

11. FCL.905.TRI is amended as follows:

‘FCL.905.TRI TRI — Privileges and conditions

The privileges of a TRI are to instruct for:

- (a) the revalidation and renewal of an EIR or an IRs, provided the TRI holds a valid IR;
-

[...]

Subpart J — Instructors — Section 6

12. FCL.905.IRI is amended as follows:

‘FCL.905.IRI IRI — Privileges and conditions

- (a) The privileges of an IRI are to instruct for the issue, revalidation and renewal of an EIR or an IR on the appropriate aircraft category.

[...]

Subpart K — Examiners — Section 2

13. FCL.1005.FE is amended as follows:

‘FCL.1005.FE FE — Privileges and conditions

- (a) FE(A) The privileges of the FE for aeroplanes are to conduct:

(1) [...].

(4) [...].

(5) proficiency checks for the revalidation and renewal of EIRs, provided that the FE has completed at least 1500 hours as a pilot on aeroplanes and complies with the requirements in FCL.1010.IRE(a)(2).

[...]

- (d) FE(S). The privileges of an FE for sailplanes are to conduct:

[...]

(3) skill tests for the extension of the SPL or LAPL(S) privileges to TMG, provided that the examiner has completed 300 hours of flight time as a pilot on sailplanes or powered sailplanes, including 50 hours of flight instruction on TMG;

(4) skill tests and proficiency checks for the cloud flying rating, provided that the examiner has completed at least 200 hours of flight time as pilot on sailplanes or powered sailplanes, including at least 5 hours or 25 flights of flight instruction for the cloud flying rating or at least 10 hours of flight instruction for the EIR or IR(A).

[...]

Subpart K — Examiners — Section 3

14. FCL.1005.TRE is amended as follows:

‘FCL.1005.TRE TRE — Privileges and conditions

- (a) TRE(A) and TRE(PL). The privileges of a TRE for aeroplanes or powered-lift aircraft are to conduct:

(1) [...];

(2) proficiency checks for revalidation or renewal of type ratings, EIRs and IRs;

[...]

Subpart K — Examiners — Section 4

15. FCL.1005.CRE is amended as follows:

‘FCL.1005.CRE CRE — Privileges

The privileges of a CRE are to conduct, for single-pilot aeroplanes, except for single-pilot high performance complex aeroplanes:

- (a) [...];
- (b) proficiency checks for:
 - (1) [...];
 - (2) revalidation and renewal of IRs, provided that the CRE complies with the requirements in FCL.1010.IRE(a).’
 - (3) revalidation and renewal of EIRs, provided that the CRE has completed at least 1500 hours as a pilot on aeroplanes and complies with the requirements in FCL.1010.IRE(a)(2).

[...]

Subpart K — Examiners — Section 5

16. FCL.1005.IRE is amended as follows:

‘FCL.1005.IRE IRE — Privileges

The privileges of the holder of an IRE certificate are to conduct skill tests for the issue, and proficiency checks for the revalidation or renewal of EIRs or IRs.’

Appendix 1 — Crediting of theoretical knowledge

17. Paragraph 4.1. of Appendix 1 to Part-FCL is amended as follows:

‘[...]

4. IR

4.1. An applicant for an IR or an EIR having passed the relevant theoretical examinations for a CPL in the same aircraft category is credited towards the theoretical knowledge requirements in the following subjects:

- Human Performance,
- Meteorology.

[...].’

Appendix 6 — Modular training courses for IR — Section 2

18. Section A of Appendix 6 to Part-FCL is renumbered A.1. and a new Section A.2. is inserted, as follows:

A.1. IR(A) — Modular flying training course

[...].’

‘A.2. IR(A) — Competency-based modular flying training course

GENERAL

1. The aim of the competency-based modular flying training course is to train PPL or CPL holders for the instrument rating, taking into account prior instrument flight instruction and experience. It is designed to provide the level of proficiency needed

to operate aeroplanes under IFR and in IMC. The course shall consist of a combination of instrument flight instruction provided by an IRI(A) or an FI(A) holding the privilege to provide training for the IR and flight instruction within an ATO.

2. An applicant for such a competency-based modular IR(A) shall be the holder of a PPL(A) or CPL(A).
3. The course of theoretical instruction shall be completed within 18 months. The instrument flight instruction and the skill test shall be completed within the period of validity of the pass of the theoretical knowledge examinations.
4. The course shall comprise:
 - (a) theoretical knowledge instruction to the IR(A) knowledge level;
 - (b) instrument flight instruction.

THEORETICAL KNOWLEDGE

5. An approved competency-based modular IR(A) course shall comprise at least 80 hours of theoretical knowledge instruction. The theoretical knowledge course may contain computer-based training and e-learning elements. A minimum amount of classroom teaching as required by ORA.ATO.305 has to be provided.

FLYING TRAINING

6. The method of attaining an IR(A) following this modular course is competency-based. However, the minimum requirements below shall be completed by the applicant. Additional training may be required to reach required competencies.
 - (a) A single-engine competency-based modular IR(A) course shall include at least 40 hours of instrument time under instruction, of which up to 10 hours may be instrument ground time in an FNPT I, or up to 25 hours in an FFS or FNPT II. A maximum of 5 hours of FNPT II or FFS instrument ground time may be conducted in an FNPT I.
 - (i) When the applicant has:
 - (A) completed instrument flight instruction provided by an IRI(A) or an FI(A) holding the privilege to provide training for the IR; or
 - (B) prior flight time under IFR as PIC on aeroplanes, under a rating providing the privileges to fly under IFR and in IMC, these hours may be credited towards the 40 hours above up to a maximum of 30 hours.
 - (ii) When the applicant has prior instrument flight time under instruction other than specified in (a)(i) above, these hours may be credited towards the required 40 hours up to a maximum of 15 hours.
 - (iii) In any case, the flying training shall include at least 10 hours of instrument flight time under instruction in an aeroplane at an ATO.
 - (iv) The total amount of dual instrument instruction shall not be less than 25 hours.
 - (b) A multi-engine competency-based modular IR(A) course shall include at least 45 hours instrument time under instruction, of which up to 10 hours may be

instrument ground time in an FNPT I, or up to 30 hours in an FFS or FNPT II. A maximum of 5 hours of FNPT II or FFS instrument ground time may be conducted in an FNPT I.

- (i) When the applicant has:
 - (A) completed instrument flight instruction provided by an IRI(A) or an FI(A) holding the privilege to provide training for the IR; or
 - (B) prior flight time under IFR as PIC on aeroplanes, under a rating giving the privileges to fly under IFR and in IMC, these hours may be credited towards the 45 hours above up to a maximum of 35 hours.
 - (ii) When the applicant has prior instrument flight time under instruction other than specified in (b)(i) above, these hours may be credited towards the required 45 hours up to a maximum of 15 hours.
 - (iii) In any case, the flying training shall include at least 10 hours of instrument flight time under instruction in a multi-engine aeroplane at an ATO.
 - (iv) The total amount of dual instrument instruction shall not be less than 25 hours, of which at least 15 hours shall be completed in a multi-engine aeroplane.
- (c) To determine the amount of hours credited and to establish the training needs, the applicant shall complete a pre-entry assessment at an ATO.
- (d) The completion of the instrument flight instruction provided by an IRI(A) or FI(A) in accordance with (a)(i) or (b)(i) above shall be documented in a specific training record and signed by the instructor.

7. The flight instruction for the competency-based modular IR(A) shall comprise:

- (a) procedures and manoeuvres for basic instrument flight covering at least:
 - (i) basic instrument flight without external visual cues;
 - (ii) horizontal flight;
 - (iii) climbing;
 - (iv) descent;
 - (v) turns in level flight, climbing and descent;
 - (vi) instrument pattern;
 - (vii) steep turn;
 - (viii) radio navigation;
 - (ix) recovery from unusual attitudes;
 - (x) limited panel; and
 - (xi) recognition and recovery from incipient and full stall;
- (b) pre-flight procedures for IFR flights, including the use of the flight manual and appropriate air traffic services documents for the preparation of an IFR flight plan;

- (c) procedure and manoeuvres for IFR operation under normal, abnormal, and emergency conditions covering at least:
 - (i) transition from visual to instrument flight on take-off;
 - (ii) standard instrument departures and arrivals;
 - (iii) en route IFR procedures;
 - (iv) holding procedures;
 - (v) instrument approaches to specified minima;
 - (vi) missed approach procedures; and
 - (vii) landings from instrument approaches, including circling;
- (d) in-flight manoeuvres and particular flight characteristics;
- (e) if required, operation of a multi-engine aeroplane in the above exercises, including:
 - (i) operation of the aeroplane solely by reference to instruments with one engine simulated inoperative;
 - (ii) engine shutdown and restart (to be carried out at a safe altitude unless carried out in an FFS or FNPT II).

8. Applicants for the competency-based modular IR(A) holding a Part-FCL PPL or CPL and a valid IR(A) issued in compliance with the requirements of Annex 1 to the Chicago Convention by a third country may be credited in full towards the training course mentioned in 4 above. In order to be issued the IR(A), the applicant shall:

- (a) successfully complete the skill test for the IR(A) in accordance with Appendix 7;
- (b) demonstrate to the examiner during the skill test that he/she has acquired an adequate level of theoretical knowledge of air law, meteorology and flight planning and performance (IR); and
- (c) have a minimum experience of at least 50 hours of flight time under IFR as PIC on aeroplanes.

PRE-ENTRY ASSESSMENT

9. The content and duration of the pre-entry assessment shall be determined by the ATO based on the prior instrument experience of the applicant.

MULTI-ENGINE

10. The holder of a single-engine IR(A) who also holds a multi-engine class or type rating wishing to obtain a multi-engine IR(A) for the first time shall complete a course at an ATO comprising at least 5 hours instrument time under instruction in multi-engine aeroplanes, of which 3 hours may be in an FFS or FNPT II and shall pass a skill test.

Annex II (CONDITIONS FOR THE CONVERSION OF EXISTING NATIONAL LICENCES AND RATINGS FOR AEROPLANES AND HELICOPTERS) to Commission Regulation (EU) No 1178/2011

19. Section A. ‘Aeroplanes’ of Annex II is amended as follows:

1. Pilot licences

‘[...]

(d) comply with the requirements set out in the table below:

| National licence held | Total flying hours experience | Any further requirements | Replacement Part-FCL licence conditions (where applicable) and | Removal conditions of | |
|-----------------------|-------------------------------|--|--|--|-------|
| [..] | [...] | [...] | [...] | [...] | [...] |
| PPL/IR(A) | ≥75 in accordance with IFR | Night rating if night flying privileges are not included in the instrument rating | PPL/IR(A) (the IR restricted to PPL) | Demonstrate knowledge of flight performance and planning as required by FCL.615(b) | (j) |
| [...] | [...] | [...] | [...] | [...] | [...] |

[...]

20. Section B. ‘Helicopters’ of Annex II is amended as follows:

1. Pilot licences

‘[...]

(d) comply with the requirements set out in the table below:

| National licence held | Total flying hours experience | Any further requirements | Replacement Part-FCL licence conditions (where applicable) and | Removal conditions of | |
|-----------------------|-------------------------------|--------------------------|--|-----------------------|-------|
| [..] | [...] | [...] | [...] | [...] | [...] |

| National licence held | Total flying hours experience | Any further requirements | Replacement Part-FCL licence conditions and (where applicable) | Removal of conditions | |
|-----------------------|-------------------------------|---|--|--|-------|
| PPL/IR(H) | ≥75 in accordance with IFR | Night rating; if night flying privileges are not included in the instrument rating | PPL/IR(H) (the IR restricted to PPL) | Demonstrate knowledge of flight performance and planning as required by FCL.615(b) | (o) |
| [...] | [...] | [...] | [...] | [...] | [...] |

[...]

Annex III (CONDITIONS FOR THE ACCEPTANCE OF LICENCES ISSUED BY OR ON BEHALF OF THIRD COUNTRIES) to Commission Regulation (EU) No 1178/2011

21. Section A. ‘Validation Of Licences’ is amended as follows:

[...]

Pilot licences for commercial air transport and other commercial activities

3. In the case of pilot licences for commercial air transport and other commercial activities, the holder shall comply with the following requirements:

(b) [...]

(c) demonstrate that he/she has acquired **language proficiency** ~~knowledge of English~~ in accordance with FCL.055;

[...]

Pilot licences for non-commercial activities with an instrument rating

4. In the case of private pilot licences with an instrument rating, or CPL and ATPL licences with an instrument rating where the pilot intends only to exercise private pilot privileges, the holder shall comply with the following requirements:

(b) [...]

(c) demonstrate that he/she has acquired **language proficiency** ~~knowledge of English~~ in accordance with FCL.055;

[...]