
Changes to legislation: *There are outstanding changes not yet made to Commission Regulation (EU) No 1178/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) [View outstanding changes](#)*

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 (Text with EEA relevance)

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ANNEX I

[PART-FCL]

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[^{F1}Appendix 9

Training, skill test and proficiency check for MPL, ATPL, type and class ratings, and proficiency check for IRs

A. General

1. Applicants for a skill test shall have received instruction in the same class or type of aircraft to be used in the test.

The training for MPA and PL type ratings shall be conducted in an FFS or in a combination of FSTD(s) and FFS. The skill test or proficiency check for MPA and PL type ratings and the issue of an ATPL and an MPL, shall be conducted in an FFS, if available.

The training, skill test or proficiency check for class or type ratings for SPA and helicopters shall be conducted in:

- (a) an available and accessible FFS, or
- (b) a combination of FSTD(s) and the aircraft if an FFS is not available or accessible; or
- (c) the aircraft if no FSTD is available or accessible.

If FSTDs are used during training, testing or checking, the suitability of the FSTDs used shall be verified against the applicable 'Table of functions and subjective tests' and the applicable 'Table of FSTD validation tests' contained in the primary reference document applicable for the device used. All restrictions and limitations indicated on the device's qualification certificate shall be considered.

2. Failure to achieve a pass in all sections of the test in two attempts will require further training.
3. There is no limit to the number of skill tests that may be attempted.

CONTENT OF THE TRAINING/SKILL TEST/PROFICIENCY CHECK

4. Unless otherwise determined in the operational suitability data established in accordance with Annex I (Part-21) to Regulation (EU) No 748/2012 (OSD), the syllabus of flight instruction, the skill test and the proficiency check shall comply with this Appendix. The syllabus, skill test and proficiency check may be reduced to give credit for previous experience on similar aircraft types, as determined in the OSD.
5. Except in the case of skill tests for the issue of an ATPL, when so defined in the OSD for the specific aircraft, credit may be given for skill test items common to other types or variants where the pilots are qualified.

CONDUCT OF THE TEST/CHECK

6. The examiner may choose between different skill test or proficiency check scenarios containing simulated relevant operations. Full-flight simulators and other training devices shall be used, as established in this Annex (Part-FCL).
7. During the proficiency check, the examiner shall verify that holders of the class or type rating maintain an adequate level of theoretical knowledge.
8. Should applicants choose to terminate a skill test for reasons considered inadequate by the examiner, they shall retake the entire skill test. If the test is terminated for reasons considered adequate by the examiner, only those sections not completed shall be tested in a further flight.

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9. At the discretion of the examiner, any manoeuvre or procedure of the test may be repeated once by the applicants. The examiner may stop the test at any stage if it is considered that the applicants' demonstration of flying skill requires a complete retest.
10. Applicants shall be required to fly the aircraft from a position where the PIC or co-pilot functions, as relevant, can be performed. Under single-pilot conditions, the test shall be performed as if there was no other crew member present.
11. During preflight preparation for the test, applicants are required to determine power settings and speeds. Applicants shall indicate to the examiner the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the checklist for the aircraft on which the test is being taken and, if applicable, with the MCC concept. Performance data for take-off, approach and landing shall be calculated by applicants in compliance with the operations manual or flight manual for the aircraft used. Decision heights/altitudes, minimum descent heights/altitudes and missed approach point shall be agreed upon with the examiner.
12. The examiner shall take no part in the operation of the aircraft except where intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic.

SPECIFIC REQUIREMENTS FOR THE SKILL TEST/PROFICIENCY CHECK FOR MULTI-PILOT AIRCRAFT TYPE RATINGS, FOR SINGLE-PILOT AEROPLANE TYPE RATINGS WHEN OPERATED IN MULTI-PILOT OPERATIONS, FOR MPL AND ATPL

13. The skill test for a multi-pilot aircraft or a single-pilot aeroplane when operated in multi-pilot operations shall be performed in a multi-crew environment. Another applicant or another type rated qualified pilot may function as the second pilot. If an aircraft is used, the second pilot shall be the examiner or an instructor.
14. Applicants shall operate as PF during all sections of the skill test, except for abnormal and emergency procedures, which may be conducted as PF or PM in accordance with MCC. Applicants for the initial issue of a multi-pilot aircraft type rating or ATPL shall also demonstrate the ability to act as PM. Applicants may choose either the left-hand or the right-hand seat for the skill test if all items can be executed from the selected seat.
15. The following matters shall be specifically checked by the examiner for applicants for the ATPL or a type rating for multi-pilot aircraft or for multi-pilot operations in a single-pilot aeroplane extending to the duties of a PIC, irrespective of whether the applicants act as PF or PM:
 - (a) managing crew cooperation;
 - (b) maintaining a general survey of the aircraft operation by appropriate supervision; and
 - (c) setting priorities and making decisions in accordance with safety aspects and relevant rules and regulations appropriate to the operational situation, including emergencies.
16. The test or check should be accomplished under IFR, if the IR rating is included, and as far as possible be accomplished in a simulated commercial air transport environment. An essential element to be checked is the ability to plan and conduct the flight from routine briefing material.
17. When the type rating course has included less than 2 hours of flight training in the aircraft, the skill test may be conducted in an FFS and may be completed before the flight training in the aircraft.

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The approved flight training shall be performed by a qualified instructor under the responsibility of:

- (a) an ATO; or
- (b) an organisation holding an AOC issued in accordance with Annex III (Part-ORO) to Regulation (EU) No 965/2012 and specifically approved for such training; or
- (c) the instructor, in cases where no aircraft flight training for SP aircraft at an ATO or AOC holder is approved, and the aircraft flight training was approved by the applicants' competent authority.

A certificate of completion of the type rating course including the flight training in the aircraft shall be forwarded to the competent authority before the new type rating is entered in the applicants' licence.

18. For the upset recovery training, 'stall event' means either an approach-to-stall or a stall. An FFS can be used by the ATO to either train recovery from a stall or demonstrate the type-specific characteristics of a stall, or both, provided that:
 - (a) the FFS has been qualified in accordance with the special evaluation requirements in CS-FSTD(A); and
 - (b) the ATO has successfully demonstrated to the competent authority that any negative transfer of training is mitigated.

B. Specific requirements for the aeroplane category

PASS MARKS

1. In the case of single-pilot aeroplanes, with the exception of single-pilot high-performance complex aeroplanes, applicants shall pass all sections of the skill test or proficiency check. Failure in any item of a section will cause applicants to fail the entire section. If they fail only one section, they shall repeat only that section. Failure in more than one section will require applicants to repeat the entire test or check. Failure in any section in the case of a retest or recheck, including those sections that have been passed on a previous attempt, will require applicants to repeat the entire test or check again. For single-pilot multi-engine aeroplanes, Section 6 of the relevant test or check, addressing asymmetric flight, shall be passed.
2. In the case of multi-pilot and single-pilot high-performance complex aeroplanes, applicants shall pass all sections of the skill test or proficiency check. Failure in more than five items will require applicants to take the entire test or check again. Applicants failing 5 or fewer items shall take the failed items again. Failure in any item on the retest or recheck, including those items that have been passed on a previous attempt, will require applicants to repeat the entire check or test again. Section 6 is not part of the ATPL or MPL skill test. If applicants only fail or do not take Section 6, the type rating will be issued without CAT II or CAT III privileges. To extend the type rating privileges to CAT II or CAT III, applicants shall pass the Section 6 on the appropriate type of aircraft.

FLIGHT TEST TOLERANCE

3. Applicants shall demonstrate the ability to:
 - (a) operate the aeroplane within its limitations;
 - (b) complete all manoeuvres with smoothness and accuracy;

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- (c) exercise good judgement and airmanship;
- (d) apply aeronautical knowledge;
- (e) maintain control of the aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is never in doubt;
- (f) understand and apply crew coordination and incapacitation procedures, if applicable; and
- (g) communicate effectively with the other crew members, if applicable.
4. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used:
- Height

Generally	± 100 ft
Starting a go-around at decision height/altitude	+ 50 ft/- 0 ft
Minimum descent height/MAPt/altitude	+ 50 ft/- 0 ft

Tracking

On radio aids	± 5°
For 'angular' deviations	Half-scale deflection, azimuth and glide path (e.g. LPV, ILS, MLS, GLS)
2D (LNAV) and 3D (LNAV/VNAV) 'linear' lateral deviations	cross-track error/deviation shall normally be limited to ± $\frac{1}{2}$ of the RNP value associated with the procedure. Brief deviations from this standard up to a maximum of one time the RNP value are allowable.
3D linear vertical deviations (e.g. RNP APCH (LNAV/VNAV) using BaroVNAV)	not more than - 75 ft below the vertical profile at any time, and not more than + 75 ft above the vertical profile at or below 1 000 ft above aerodrome level.

Heading

all engines operating	± 5°
with simulated engine failure	± 10°

Speed

all engines operating	± 5 knots
with simulated engine failure	+ 10 knots/- 5 knots

CONTENT OF THE TRAINING/SKILL TEST/PROFICIENCY CHECK

5. Single-pilot aeroplanes, except for high-performance complex aeroplanes

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- (a) The following symbols mean:

P =	Trained as PIC or co-pilot and as PF and PM
OTD =	Other training devices may be used for this exercise
X =	An FFS shall be used for this exercise; otherwise, an aeroplane shall be used if appropriate for the manoeuvre or procedure
P# =	The training shall be complemented by supervised aeroplane inspection

- (b) The practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted on any higher level of equipment shown by the arrow (---->).

The following abbreviations are used to indicate the training equipment used:

A =	aeroplane
FFS =	full-flight simulator
FSTD =	flight simulation training device

- (c) The starred (*) items of Section 3B and, for multi-engine, Section 6, shall be flown solely by reference to instruments if revalidation/renewal of an IR is included in the skill test or proficiency check. If the starred (*) items are not flown solely by reference to instruments during the skill test or proficiency check, and when there is no crediting of IR privileges, the class or type rating will be restricted to VFR only.
- (d) Section 3A shall be completed to revalidate a type or multi-engine class rating, VFR only, where the required experience of 10 route sectors within the previous 12 months has not been completed. Section 3A is not required if Section 3B is completed.
- (e) Where the letter 'M' appears in the skill test or proficiency check column, this will indicate a mandatory exercise or a choice where more than one exercise appears.
- (f) An FSTD shall be used for practical training for type or ME class ratings if they form part of an approved class or type rating course. The following considerations will apply to the approval of the course:
- (i) the qualification of the FSTD as set out in the relevant requirements of Annex VI (Part-ARA) and Annex VII (Part-ORA);
 - (ii) the qualifications of the instructors;
 - (iii) the amount of FSTD training provided on the course; and
 - (iv) the qualifications and previous experience on similar types of the pilots under training.
- (g) If privileges for multi-pilot operation are sought for the first time, pilots holding privileges for single-pilot operations shall:

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- (1) complete a bridge course containing manoeuvres and procedures including MCC as well as the exercises of Section 7 using threat and error management (TEM), CRM and human factors at an ATO; and
- (2) pass a proficiency check in multi-pilot operations.
- (h) If privileges for single-pilot operations are sought for the first time, pilots holding privileges for multi-pilot operations shall be trained at an ATO and checked for the following additional manoeuvres and procedures in single-pilot operations:
- (1) for SE aeroplanes, 1.6, 4.5, 4.6, 5.2 and, if applicable, one approach from Section 3.B; and
- (2) for ME aeroplanes, 1.6, Section 6 and, if applicable, one approach from Section 3.B.
- (i) Pilots holding privileges for both single-pilot and multi-pilot operations in accordance with points (g) and (h) may revalidate privileges for both types of operations by completing a proficiency check in multi-pilot operations in addition to the exercises referred to in points (h)(1) or (h)(2), as applicable, in single-pilot operations.
- (j) If a skill test or a proficiency check is completed in multi-pilot operations only, the type rating shall be restricted to multi-pilot operations. The restriction shall be removed when pilots comply with point (h).
- (k) The training, testing and checking shall follow the table mentioned below.
- (1) Training at an ATO, testing and checking requirements for single-pilot privileges
- (2) Training at an ATO, testing and checking requirements for multi-pilot privileges
- (3) Training at an ATO, testing and checking requirements for pilots holding single-pilot privileges seeking multi-pilot privileges for the first time (bridge course)
- (4) Training at an ATO, testing and checking requirements for pilots holding multi-pilot privileges seeking single-pilot privileges for the first time (bridge course)
- (5) Training at an ATO and checking requirements for combined revalidation and renewal of single and multi-pilot privileges

	[^{F2} (1)	(2)	(3)	(4)	(5)
Type of operation	SP	MP	SPMP (initial)	MPSP (initial)	SP + MP
	<i>Training and checking</i>	<i>Training and checking</i>	<i>Training and checking</i>	<i>Training and checking (SE aeroplanes)</i>	<i>Training and checking (ME aeroplanes)</i>

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Initial issue SP complex	Sections 1-6 1-7	Sections 1-6 1-6	Sections 1-7	Sections 1-6	MCC CRM Human factors TEM Section 7	Sections 1-6	Sections 6, 4.5, 4.6, 5.2 and, if applicable, one approach from Section 3.B	1.6, Section 6 and, if applicable, one approach from Section 3.B		
Revalidation SP complex	n/a	Sections 1-6 1-6	n/a	Sections 1-6	n/a	n/a	n/a	n/a	MPO: Sections 1-7 (training) Sections 1-6 (checking) SPO: 1.6, 4.5, 4.6, 5.2 and, if applicable, one approach from Section 3.B	MPO: Sections 1-7 (training) Sections 1-6 (checking) SPO: 1.6, Section 6 and, if applicable, one approach from Section 3.B
Renewal SP complex	FCL.740	Sections 1-6 1-6	FCL.740	Sections 1-6	n/a	n/a	n/a	n/a	Training: FCL.740 Check: as for the revalidation	Training: FCL.740 Check: as for the validation]

- (l) ^[F3]To establish or maintain PBN privileges, one approach shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD.

By way of derogation from the subparagraph above, in cases where a proficiency check for revalidation of PBN privileges does not include an RNP APCH exercise, the PBN privileges of the pilot shall not include RNP APCH. The restriction shall be lifted if the pilot has completed a proficiency check including an RNP APCH exercise.]

TMGs AND SINGLE-PILOT AEROPLANES,

PRACTICAL TRAINING

CLASS OR TYPE RATING SKILL TEST OR

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EXCEPT FOR HIGH-PERFORMANCE COMPLEX AEROPLANES		PROFICIENCY CHECK				
		Manoeuvres/ procedures	FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A
SECTION 1						
1	Departure	OTD				
1.1	Preflight including: — documentation; — mass and balance; — weather briefing; and NOTAM.					
1.2	Pre-start checks					
1.2.1	External	OTD P#	P		M	
1.2.2	Internal	OTD P#	P		M	
1.3	Engine starting: normal malfunctions.	P---->	---->		M	
1.4	Taxiing	P---->	---->		M	
1.5	Pre- departure checks: engine run-up (if applicable)	P---->	---->		M	
1.6	Take-off procedure: — normal with flight manual flap	P---->	---->		M	

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	—	settings; and crosswind (if conditions are available).				
1.7	Climbing: — — — —	P----> V _x / V _y ; turns onto headings; and level off.	---->			M
1.8	ATC liaison — compliance, R/T procedures	P---->				M
SECTION 2						
2 2.1	Airwork (visual meteorological conditions (VMC)) Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps (including approach to V V _{mca} when applicable)	P---->	---->			
2.2	Steep turns (360° left and right at 45° bank)	P---->	---->			M

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2.3	Stalls and recovery: (i) clean stall; (ii) approach to stall in descending turn with bank with approach configuration and power; (iii) approach to stall in landing configuration and power; (iv) and approach to stall, climbing turn with take-off flap and climb power (single-engine aeroplanes only)	P---->	---->		M	
2.4	Handling using autopilot and flight director (may be conducted in Section 3), if applicable	P---->	---->		M	

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2.5	ATC liaison — compliance, R/T procedures	P---->	---->		M	
SECTION 3A						
3A 3A.1	En route procedures VFR (see B.5 (c) and (d)) Flight plan, dead reckoning and map reading	P---->	---->			
3A.2	Maintenance of altitude, heading and speed	P---->	---->			
3A.3	Orientation, timing and revision of ETAs	P---->	---->			
3A.4	Use of radio navigation aids (if applicable)	P---->	---->			
3A.5	Flight management (flight log, routine checks including fuel, systems and icing)	P---->	---->			
3A.6	ATC liaison — compliance, R/T procedures	P---->	---->			
SECTION 3B						

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3B 3B.1*	Instrument flight Departure IFR	P---->	---->		M	
3B.2*	En route IFR	P---->	---->		M	
3B.3*	Holding procedures	P---->	---->		M	
3B.4*	3D operations to decision height/ altitude (DH/A) of 200 ft (60 m) or to higher minima if required by the approach procedure (autopilot may be used to the final approach segment vertical path intercept)	P---->	---->		M	
3B.5*	2D operations to minimum descent height/ altitude (MDH/A)	P---->	---->		M	
3B.6*	Flight exercises including simulated failure of the compass and attitude indicator:	P---->	---->		M	

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	— rate 1 turns; and — recoveries from unusual attitudes.					
3B.7*	Failure of localiser or glideslope	P---->	---->			
3B.8*	ATC liaison — compliance, R/T procedures	P---->	---->		M	
	Intentionally left blank					
SECTION 4						
4 4.1	Arrival and landings Aerodrome arrival procedure	P---->	---->		M	
4.2	Normal landing	P---->	---->		M	
4.3	Flapless landing	P---->	---->		M	
4.4	Crosswind landing (if suitable conditions)	P---->	---->			
4.5	Approach and landing with idle power from up to 2 000 ft above the runway (single-engine aeroplanes only)	P---->	---->			

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4.6	Go-around from minimum height	P---->	---->		M	
4.7	Night go-around and landing (if applicable)	P---->	---->			
4.8	ATC liaison — compliance, R/T procedures	P---->	---->		M	

SECTION 5

5	Abnormal and emergency procedures (This section may be combined with Sections 1 through 4.)					
5.1	Rejected take-off at a reasonable speed	P---->	---->		M	
5.2	Simulated engine failure after take-off (single-engine aeroplanes only)		P		M	
5.3	Simulated forced landing without power (single-engine		P		M	

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	aeroplanes only)					
5.4	Simulated emergencies: (i) fire or smoke in flight; and (ii) systems' malfunctions as appropriate	P---->	---->			
5.5	ME aeroplanes and TMG training only: engine shutdown and restart (at a safe altitude if performed in the aircraft)	P---->	---->			
5.6	ATC liaison — compliance, R/T procedures					

SECTION 6

6 6.1*	Simulated asymmetric flight (This section may be combined with Sections 1 through 5.) Simulated engine failure during take-off (at a safe altitude	P---->	--->X		M	
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	unless carried out in an FFS or an FNPT II)					
6.2*	Asymmetric approach and go-around	P----->	----->		M	
6.3*	Asymmetric approach and full-stop landing	P----->	----->		M	
6.4	ATC liaison — compliance, R/T procedures	P----->	----->		M	
SECTION 7						
7	UPRT					
7.1	Flight manoeuvres and procedures					
7.1.1	Manual flight with and without flight directors (no autopilot, no autothrust/ autothrottle, and at different control laws, where applicable)	P----->	----->			
7.1.1.1	At different speeds (including slow flight) and altitudes	P----->	----->			

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	within the FSTD training envelope.					
7.1.1.2	Steep turns using 45° bank, 180° to 360° left and right	P----->	----->			
7.1.1.3	Turns with and without spoilers	P----->	----->			
7.1.1.4	Procedural instrument flying and manoeuvring including instrument departure and arrival, and visual approach	P----->	----->			
7.2 7.2.1	Upset recovery training Recovery from stall events in: — take-off configuration; — clean configuration at low altitude; — clean configuration near maximum operating altitude; — and landing configuration	P----->	----->			

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[^{F2} 7.2.2	The following upset exercises: — recovery from nose-high at various bank angles; and — recovery from nose-low at various bank angles.	P	X An aeroplane shall not be used for this exercise]
7.3	Go-around with all engines operating* from various stages during an instrument approach	P--->	----->			
7.4	Rejected landing with all engines operating: — from various heights below DH/MDH 15 m (50 ft) above the runway threshold	P----->	----->			

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—	after touchdown (balked landing)			
—	In aeroplanes which are not certificated as transport category aeroplanes (JAR/ FAR 25) or as commuter category aeroplanes (SFAR 23), the rejected landing with all engines operating shall be initiated below MDH/ A or after touchdown.			

Textual Amendments

- F2** Substituted by Commission Implementing Regulation (EU) 2019/1747 of 15 October 2019 amending Regulation (EU) No 1178/2011 as regards requirements for certain flight crew licences and certificates, rules on training organisations and competent authorities (Text with EEA relevance).
- F3** Substituted by Commission Implementing Regulation (EU) 2020/359 of 4 March 2020 amending Regulation (EU) No 1178/2011 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 (Text with EEA relevance).

6. Multi-pilot aeroplanes and single-pilot high-performance complex aeroplanes

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- (a) The following symbols mean:

P =	Trained as PIC or co-pilot and as PF and PM for the issue of a type rating as applicable.
OTD =	Other training devices may be used for this exercise
X =	An FFS shall be used for this exercise; otherwise an aeroplane shall be used if appropriate for the manoeuvre or procedure
P# =	The training shall be complemented by supervised aeroplane inspection

- (b) The practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted up to any higher equipment level shown by the arrow (----->).

The following abbreviations are used to indicate the training equipment used:

A =	aeroplane
FFS =	full-flight simulator
FSTD =	flight simulation training device

- (c) The starred items (*) shall be flown solely by reference to instruments.
- (d) [^{F3}Where the letter 'M' appears in the skill test or proficiency check column, this will indicate a mandatory exercise or a choice where more than one exercise appears.]
- (e) An FFS shall be used for practical training and testing if the FFS forms part of an approved type rating course. The following considerations will apply to the approval of the course:
- (i) the qualifications of the instructors;
 - (ii) the qualification and the amount of training provided on the course in an FSTD; and
 - (iii) the qualifications and previous experience on similar types of the pilots under training.
- (f) Manoeuvres and procedures shall include MCC for multi-pilot aeroplane and for single-pilot high-performance complex aeroplanes in multi-pilot operations.
- (g) Manoeuvres and procedures shall be conducted in single-pilot role for single-pilot high-performance complex aeroplanes in single-pilot operations.
- (h) In the case of single-pilot high-performance complex aeroplanes, when a skill test or proficiency check is performed in multi-pilot operations, the type rating shall be restricted to multi-pilot operations. If privileges of single-pilot are sought, the manoeuvres/procedures in 2.5, 3.8.3.4, 4.4, 5.5 and at least one manoeuvre/procedure from Section 3.4 have to be completed in addition as single-pilot.

Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 1178/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

- (i) In the case of a restricted type rating issued in accordance with FCL.720.A(e), applicants shall fulfil the same requirements as other applicants for the type rating except for the practical exercises relating to the take-off and landing phases.
- (j) [^{F3}To establish or maintain PBN privileges, one approach shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD.

By way of derogation from the subparagraph above, in cases where a proficiency check for revalidation of PBN privileges does not include an RNP APCH exercise, the PBN privileges of the pilot shall not include RNP APCH. The restriction shall be lifted if the pilot has completed a proficiency check including an RNP APCH exercise.]

	MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING			ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK	
		Manoeuvres/ FSTD procedures	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
SECTION 1						
1	Flight preparation	OTD				
1.1.	Performance calculation					
1.2.	Aeroplane external visual inspection; location of each item and purpose of inspection	OTD P#	P			
1.3.	Cockpit inspection	P----->	----->			

Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 1178/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

1.4.	Use of checklist prior to starting engines, starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	P----->	----->		M	
1.5.	Taxiing in compliance with ATC instructions or instructions of instructor	P----->	----->			
1.6.	Before take-off checks	P----->	----->		M	
SECTION 2						
2	Take-offs	P----->	----->			
2.1.	Normal take-offs with different flap settings, including					

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	expedited take-off				
2.2*	P-----> Instrument take-off; transition to instrument flight is required during rotation or immediately after becoming airborne	----->			
2.3.	P-----> Crosswind take-off	----->			
2.4.	P-----> Take-off at maximum take-off mass (actual or simulated maximum take-off mass)	----->			
2.5.	P-----> Take-offs with simulated engine failure:	----->			
2.5.1*	shortly after reaching V2				

Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 1178/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

<p>(In aeroplanes which are not certificated as transport category or commuter category aeroplanes, the engine failure shall not be simulated until reaching a minimum height of 500 ft above the runway end. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure shortly after reaching V2)</p>					
<p>2.5.2* between V1 and V2</p>	<p>P</p>	<p>X</p>		<p>M FFS only</p>	
<p>2.6. Rejected take-off at</p>	<p>P-----></p>	<p>----->X</p>		<p>M</p>	

Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 1178/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

	a reasonable speed before reaching V1				
SECTION 3					
3	Flight manoeuvres and procedures	P----->	----->		
3.1.	Manual flight with and without flight directors (no autopilot, no autothrust/ autothrottle, and at different control laws, where applicable)				
3.1.1.	At different speeds (including slow flight) and altitudes within the FSTD training envelope	P----->	----->		
3.1.2.	Steep turns using 45° bank, 180° to 360°	P----->	----->		

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	left and right				
3.1.3.	Turns with and without spoilers	P----->	----->		
3.1.4.	Procedural instrument flying and manoeuvring including instrument departure and arrival, and visual approach	P----->	----->		
3.2.	Tuck under and Mach buffets (if applicable), and other specific flight characteristics of the aeroplane (e.g. Dutch Roll)	P----->	----->X An aeroplane shall not be used for this exercise		FFS only
3.3.	Normal operation of systems and controls engineer's panel	OTD P----->	----->		

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	(if applicable)				
3.4.	Normal and abnormal operations of following systems:			M	A mandatory minimum of 3 abnormal items shall be selected from 3.4.0 to 3.4.14 inclusive
3.4.0.	Engine (if necessary propeller)	OTD ----->			
3.4.1.	Pressurisation and air conditioning	OTD ----->			
3.4.2.	Pitot static system	OTD ----->			
3.4.3.	Fuel system	OTD ----->			
3.4.4.	Electrical system	OTD ----->			
3.4.5.	Hydraulic system	OTD ----->			
3.4.6.	Flight control and trim system	OTD ----->			
3.4.7.	Anti-icing/de-icing system, glare shield heating	OTD ----->			

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3.4.8.	Autopilot/flight director	OTD P----->	----->		M (single pilot only)	
3.4.9.	Stall warning devices or stall avoidance devices, and stability augmentation devices	OTD P----->	----->			
3.4.10.	Ground proximity warning system, weather radar, radio altimeter, transponder	P----->	----->			
3.4.11.	Radios, navigation equipment, instruments, FMS	OTD P----->	----->			
3.4.12.	Landing gear and brake	OTD P----->	----->			
3.4.13.	Slat and flap system	OTD	----->			
3.4.14.	Auxiliary power unit (APU)	OTD P----->	----->			
	Intentionally left blank					

Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 1178/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

3.6.	Abnormal and emergency procedures:			M	A mandatory minimum of 3 items shall be selected from 3.6.1 to 3.6.9 inclusive
3.6.1.	Fire drills, e.g. engine, APU, cabin, cargo compartment, flight deck, wing and electrical fires including evacuation	P----->	----->		
3.6.2.	Smoke control and removal	P----->	----->		
3.6.3.	Engine failures, shutdown and restart at a safe height	P----->	----->		
3.6.4.	Fuel dumping (simulated)	P----->	----->		
3.6.5.	Wind shear at take-off/landing	P	X	FFS only	

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3.6.6.	Simulated cabin pressure failure/ emergency descent	P----->	----->			
3.6.7.	Incapacitation of flight crew member	P----->	----->			
3.6.8.	Other emergency procedures as outlined in the appropriate aeroplane flight manual (AFM)	P----->	----->			
3.6.9.	TCAS event	OTD P----->	An aeroplane shall not be used		FFS only	
3.7.	Upset recovery training task only	P FFS	X An aeroplane shall not be used for this exercise			
3.7.1.	Recovery from stall events in:					
—	take-off configuration;					
—	clean configuration at low altitude;					
—	clean configuration near maximum					

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—	operating altitude; and landing configuration.				
3.7.2.	The following upset exercises: recovery from nose-high at various bank angles; and recovery from nose-low at various bank angles	P FFS qualified for the training task only	X An aeroplane shall not be used for this exercise		FFS only
3.8.	Instrument flight procedures				
3.8.1*	Adherence to departure and arrival routes and ATC instructions	P----->	----->		M
3.8.2*	Holding procedures	P----->	----->		
3.8.3*	3D operations to DH/A of 200				

Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 1178/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

ft
(60
m)
or
to
higher
minima
if
required
by
the
approach
procedure

Note: According to the AFM, RNP APCH procedures may require the use of autopilot or flight director. The procedure to be flown manually shall be chosen taking into account such limitations (for example, choose an ILS for 3.8.3.1 in the case of such AFM limitation).

3.8.3.1*	Manually, without flight director	P----->	----->		M (skill test only)	
3.8.3.2*	Manually, with flight director	P----->	----->			
3.8.3.3*	With autopilot	P----->	----->			
3.8.3.4*	Manually, with one engine simulated inoperative during final approach, either until touchdown or through the complete missed approach procedure (as	P----->	----->		M	I

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<p>In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the approach with simulated engine failure and the ensuing go-around shall be initiated in conjunction with the 2D approach in accordance with 3.8.4. The go-around shall be initiated when reaching the</p>	<p>applicable), starting:</p> <p>(i) before passing 1 000 ft above aerodrome level; and after passing 1 000 ft above aerodrome level.</p>			
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Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 1178/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

<p>published obstacle clearance height/altitude (OCH/A); however, not later than reaching an MDH/A of 500 ft above the runway threshold elevation. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure in accordance with exercise 3.8.3.4.</p>					
<p>[^{F4}]</p>					
<p>3.8.4* 2D operations down to the MDH/A</p>	<p>P*----></p>	<p>----></p>		<p>M</p>	
<p>3.8.5. Circling approach under the</p>	<p>P*----></p>	<p>----></p>			

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(a)*	<p>following conditions: approach to the authorised minimum circling approach altitude at the aerodrome in question in accordance with the local instrument approach facilities in simulated instrument flight conditions;</p>			
(b)	<p>followed by: circling approach to another runway at least 90° off centreline from the final approach used in item (a), at the authorised minimum circling</p>			

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	approach altitude.				
	<i>Remark:</i> If (a) and (b) are not possible due to ATC reasons, a simulated low visibility pattern may be performed.				
3.8.6.	Visual approaches	P----> ----->	----->		
SECTION 4					
4	Missed approach procedures				
4.1.	Go-around with all engines operating* during a 3D operation on reaching decision height	P*---->	----->		
4.2.	Go-around with all engines operating* from various stages during an instrument approach	P*---->	----->		

Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 1178/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

4.3.	Other missed approach procedures	P*---->	---->			
4.4*	Manual go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt	P*----->	---->		M	
4.5.	Rejected landing with all engines operating: — from various heights below DH/MDH; — after touchdown (balked landing) In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as	P----->	---->			

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	commuter category aeroplanes (SFAR 23), the rejected landing with all engines operating shall be initiated below MDH/A or after touchdown.				
SECTION 5					
5	P Landings				
5.1.	Normal landings* with visual reference established when reaching DA/H following an instrument approach operation				
5.2.	P-----> Landing with simulated jammed horizontal stabiliser in any out-of-trim position	An aeroplane shall not be used for this exercise		FFS only	
5.3.	P-----> Crosswind landings (aircraft, if practicable)	----->			

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5.4.	Traffic pattern and landing without extended or with partly extended flaps and slats	P-----> ----->			
5.5.	Landing with critical engine simulated inoperative	P-----> ----->		M	
5.6.	Landing with two engines inoperative: aeroplanes with three engines: the centre engine and one outboard engine as far as practicable according to data of the AFM; and aeroplanes with four	X		M FFS only (skill test only)	

Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 1178/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

engines: two engines at one side				
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General remarks:

Special requirements for the extension of a type rating for instrument approaches down to a decision height of less than 200 ft (60 m), i.e. CAT II/III operations.

SECTION 6

Additional authorisation on a type rating for instrument approaches down to a DH of less than 60 m (200 ft) (CAT II/III) The following manoeuvres and procedures are the minimum training requirements to permit instrument approaches down to a DH of less than 60 m (200 ft). During the following instrument approaches and missed approach procedures, all aeroplane equipment required for type certification of instrument				
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	approaches down to a DH of less than 60 m (200 ft) shall be used.				
6.1*	Rejected take-off at minimum authorised runway visual range (RVR)	P*----->	----->X An aeroplane shall not be used for this exercise		M*
6.2*	CAT II/ III approaches: in simulated instrument flight conditions down to the applicable DH, using flight guidance system. Standard procedures of crew coordination (task sharing, call-out procedures, mutual surveillance, information exchange and support) shall be observed.	P----->	----->		M
6.3*	Go-around:	P----->	----->		M*

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<p>after approaches as indicated in 6.2 on reaching DH. The training shall also include a go-around due to (simulated) insufficient RVR, wind shear, aeroplane deviation in excess of approach limits for a successful approach, ground/airborne equipment failure prior to reaching DH, and go-around with simulated airborne equipment failure.</p>					
<p>6.4* Landing(s) with visual reference established at DH following an instrument approach. Depending on the specific flight guidance system, an automatic landing shall be performed.</p>	<p>P-----></p>	<p>-----></p>		<p>M</p>	

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NOTE: CAT II/III operations shall be performed in accordance with the applicable air operations requirements.

Textual Amendments

- F4** Deleted by [Commission Implementing Regulation \(EU\) 2020/359](#) of 4 March 2020 amending Regulation (EU) No 1178/2011 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 (Text with EEA relevance).

7. Class ratings — sea

Section 6 shall be completed to revalidate a multi-engine class rating sea, VFR only, where the required experience of 10 route sectors within the previous 12 months has not been completed.

CLASS RATING SEA	PRACTICAL TRAINING	CLASS RATING SKILL TEST OR PROFICIENCY CHECK
Manoeuvres/procedures	Instructor's initials when training completed	Examiner's initials when test completed
SECTION 1		
1 Departure		
1.1. Preflight including: — documentation; — mass and balance; — weather briefing; and — NOTAM.		
1.2. Pre-start checks External/internal		
1.3. Engine start-up and shutdown Normal malfunctions		
1.4. Taxiing		
1.5. Step taxiing		
1.6. Mooring:	Beach Jetty pier Buoy	
1.7. Engine-off sailing		
1.8. Pre-departure checks: Engine run-up (if applicable)		

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1.9.	Take-off procedure: — normal with flight manual flap settings; and — crosswind (if conditions are available).		
1.10.	Climbing: — turns onto headings — level off		
1.11.	ATC liaison — compliance, R/T procedures		
SECTION 2			
2	Airwork (VFR)		
2.1.	Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps (including approach to VMCA when applicable)		
2.2.	Steep turns (360° left and right at 45° bank)		
2.3.	Stalls and recovery: (i) clean stall; (ii) approach to stall in descending turn with bank with approach configuration and power; (iii) approach to stall in landing configuration and power; and (iv) approach to stall, climbing turn with take-off flap and climb power (single-engine aeroplanes only).		
2.4.	ATC liaison — compliance, R/T procedures		
SECTION 3			
3	En route procedures VFR		
3.1.	Flight plan, dead reckoning and map reading		
3.2.	Maintenance of altitude, heading and speed		
3.3.	Orientation, timing and revision of ETAs		

Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 1178/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

3.4.	Use of radio navigation aids (if applicable)		
3.5.	Flight management (flight log, routine checks including fuel, systems and icing)		
3.6.	ATC liaison — compliance, R/T procedures		
SECTION 4			
4	Arrivals and landings		
4.1.	Aerodrome arrival procedure (amphibians only)		
4.2.	Normal landing		
4.3.	Flapless landing		
4.4.	Crosswind landing (if suitable conditions)		
4.5.	Approach and landing with idle power from up to 2 000' above the water (single-engine aeroplanes only)		
4.6.	Go-around from minimum height		
4.7.	Glassy water landing Rough water landing		
4.8.	ATC liaison — compliance, R/T procedures		
SECTION 5			
5	Abnormal and emergency procedures (This section may be combined with Sections 1 through 4.)		
5.1.	Rejected take-off at a reasonable speed		
5.2.	Simulated engine failure after take-off (single-engine aeroplanes only)		

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5.3.	Simulated forced landing without power (single-engine aeroplanes only)		
5.4.	Simulated emergencies: (i) fire or smoke in flight; and (ii) systems' malfunctions as appropriate.		
5.5.	ATC liaison — compliance, R/T procedures		
SECTION 6			
6	Simulated asymmetric flight (This section may be combined with Sections 1 through 5.)		
6.1.	Simulated engine failure during take-off (at a safe altitude unless carried out in an FFS and an FNPT II)		
6.2.	Engine shutdown and restart (ME skill test only)		
6.3.	Asymmetric approach and go-around		
6.4.	Asymmetric approach and full-stop landing		
6.5.	ATC liaison — compliance, R/T procedures		

C. Specific requirements for the helicopter category

1. In the case of skill test or proficiency check for type ratings and the ATPL, applicants shall pass Sections 1 to 4 and 6 (as applicable) of the skill test or proficiency check. Failure in more than five items will require applicants to repeat the entire test or check. Applicants failing not more than five items shall repeat the failed items. Failure in any item in the case of a retest or a recheck or failure in any other items already passed will require the applicants to repeat the entire test or check again. All sections of the skill test or proficiency check shall be completed within 6 months.
2. In the case of proficiency check for an IR, applicants shall pass Section 5 of the proficiency check. Failure in more than 3 items will require applicants to repeat the entire Section 5. Applicants failing not more than 3 items shall repeat the failed items. Failure in any item in the case of a recheck or failure in any other items of Section 5 already passed will require applicants to repeat the entire check.

FLIGHT TEST TOLERANCE

Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 1178/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

3. Applicants shall demonstrate the ability to:
- (a) operate the helicopter within its limitations;
 - (b) complete all manoeuvres with smoothness and accuracy;
 - (c) exercise good judgement and airmanship;
 - (d) apply aeronautical knowledge;
 - (e) maintain control of the helicopter at all times in such a manner that the successful outcome of a procedure or manoeuvre is never in doubt;
 - (f) understand and apply crew coordination and incapacitation procedures, if applicable; and
 - (g) communicate effectively with the other crew members, if applicable.
4. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the helicopter used.

- (a) IFR flight limits

Height

Generally	± 100 ft
Starting a go-around at decision height/altitude	+ 50 ft/– 0 ft
Minimum descent height/MAPt/altitude	+ 50 ft/– 0 ft
Tracking	
On radio aids	$\pm 5^\circ$
For ‘angular’ deviations	Half-scale deflection, azimuth and glide path (e.g. LPV, ILS, MLS, GLS)
2D (LNAV) and 3D (LNAV/VNAV) ‘linear’ lateral deviations	cross-track error/deviation shall normally be limited to $\pm \frac{1}{2}$ of the RNP value associated with the procedure. Brief deviations from this standard up to a maximum of one time the RNP value are allowable.
3D linear vertical deviations (e.g. RNP APCH (LNAV/VNAV) using BaroVNAV)	not more than – 75 ft below the vertical profile at any time, and not more than + 75 ft above the vertical profile at or below 1 000 ft above aerodrome level.

Heading

Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 1178/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

all engines operating	$\pm 5^\circ$
with simulated engine failure	$\pm 10^\circ$
Speed	
all engines operating	± 5 knots
with simulated engine failure	+ 10 knots/- 5 knots

(b) VFR flight limits

Height	
Generally	± 100 ft
Heading	
Normal operations	$\pm 5^\circ$
Abnormal operations/emergencies	$\pm 10^\circ$
Speed	
Generally	± 10 knots
With simulated engine failure	+ 10 knots/- 5 knots
Ground drift	
T.O. hover I.G.E.	± 3 ft
Landing	± 2 ft (with 0 ft rearward or lateral flight)

CONTENTS
GENERAL
OF THE
TRAINING/
SKILL
TEST/
PROFICIENCY
CHECK

5. The following symbol means:

P = Trained as PIC for the issue of a type rating for single-pilot helicopters (SPH) or trained as PIC or co-pilot and as PF and PM for the issue of a type rating for multi pilot helicopters (MPH).

6. The practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted up to any higher equipment level shown by the arrow (---->).

The following abbreviations are used to indicate the training equipment used:

FFS =	full-flight simulator
FTD =	flight training device

Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 1178/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

H =	helicopter
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7. The starred items (*) shall be flown in actual or simulated IMC, only by applicants wishing to renew or revalidate an IR(H) or extend the privileges of that rating to another type.
8. Instrument flight procedures (Section 5) shall be performed only by applicants wishing to renew or revalidate an IR(H) or extend the privileges of that rating to another type. An FFS or an FTD 2/3 may be used for this purpose.
- [^{F5}8a. To establish or maintain PBN privileges, one approach shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD.

By way of derogation from subparagraph above, in cases where a proficiency check for revalidation of PBN privileges does not include an RNP APCH exercise, the PBN privileges of the pilot shall not include RNP APCH. The restriction shall be lifted if the pilot has completed a proficiency check including an RNP APCH exercise.]

Textual Amendments

- F5** Inserted by [Commission Implementing Regulation \(EU\) 2020/359 of 4 March 2020 amending Regulation \(EU\) No 1178/2011 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 \(Text with EEA relevance\).](#)

9. Where the letter ‘M’ appears in the skill test or proficiency check column, this will indicate a mandatory exercise.
10. An FSTD shall be used for practical training and testing if the FSTD forms part of a type rating course. The following considerations will apply to the course:
 - (a) the qualification of the FSTD as set out in the relevant requirements of Annex VI (Part-ARA) and Annex VII (Part-ORA);
 - (b) the qualifications of the instructor and examiner;
 - (c) the amount of FSTD training provided on the course;
 - (d) the qualifications and previous experience in similar types of the pilots under training; and
 - (e) the amount of supervised flying experience provided after the issue of the new type rating.

MULTI-PILOT HELICOPTERS

11. Applicants for the skill test for the issue of the multi-pilot helicopter type rating and ATPL(H) shall pass only Sections 1 to 4 and, if applicable, Section 6.
12. Applicants for the revalidation or renewal of the multi-pilot helicopter type rating proficiency check shall pass only Sections 1 to 4 and, if applicable, Section 6.

SINGLE/ MULTI-PILOT HELICOPTERS	PRACTICAL TRAINING	SKILL TEST OR PROFICIENCY CHECK
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Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 1178/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

Manoeuvres/ procedures	FSTD	H	Instructor initials when training completed	Checked in FSTD or H	Examiner initials when test completed
SECTION 1 — Preflight preparations and checks					
1.1	Helicopter exterior visual inspection; location of each item and purpose of inspection		P		M (if performed in the helicopter)
1.2	Cockpit inspection	P	---->		M
1.3	Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	P	---->		M
1.4	Taxiing/air taxiing in compliance with ATC instructions or with instructions of an instructor	P	---->		M
1.5	Pre-take-off procedures and checks	P	---->		M
SECTION 2 — Flight manoeuvres and procedures					
2.1	Take-offs (various profiles)	P	---->		M
2.2	Sloping ground or	P	---->		

Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 1178/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

	crosswind take-offs & landings					
2.3	Take-off at maximum take-off mass (actual or simulated maximum take-off mass)	P	---->			
2.4	Take-off with simulated engine failure shortly before reaching TDP or DPATO	P	---->		M	
2.4.1	Take-off with simulated engine failure shortly after reaching TDP or DPATO	P	---->		M	
2.5	Climbing and descending turns to specified headings	P	---->		M	
2.5.1	Turns with 30° bank, 180° to 360° left and right, by sole reference to instruments	P	---->		M	
2.6	Autorotative descent	P	---->		M	

Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 1178/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

2.6.1	For single-engine helicopters (SEH) autorotative landing or for multi-engine helicopters (MEH) power recovery	P	---->		M	
2.7	Landings, various profiles	P	---->		M	
2.7.1	Go-around or landing following simulated engine failure before LDP or DPBL	P	---->		M	
2.7.2	Landing following simulated engine failure after LDP or DPBL	P	---->		M	

SECTION 3 — Normal and abnormal operations of the following systems and procedures

3	Normal and abnormal operations of the following systems and procedures:				M	A mandatory minimum of 3 items shall be selected from this section
3.1	Engine	P	---->			
3.2	Air conditioning (heating, ventilation)	P	---->			
3.3	Pitot/static system	P	---->			
3.4	Fuel system	P	---->			

Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 1178/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

3.5	Electrical system	P	---->			
3.6	Hydraulic system	P	---->			
3.7	Flight control and trim system	P	---->			
3.8	Anti-icing and de-icing system	P	---->			
3.9	Autopilot/flight director	P	--->			
3.10	Stability augmentation devices	P	---->			
3.11	Weather radar, radio altimeter, transponder	P	---->			
3.12	Area navigation system	P	---->			
3.13	Landing gear system	P	---->			
3.14	APU	P	---->			
3.15	Radio, navigation equipment, instruments and FMS	P	---->			

SECTION 4 — Abnormal and emergency procedures

4	Abnormal and emergency procedures				M	A mandatory minimum of 3 items shall be selected from this section
4.1	Fire drills (including evacuation if applicable)	P	---->			

Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 1178/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

4.2	Smoke control and removal	P	---->			
4.3	Engine failures, shutdown and restart at a safe height	P	---->			
4.4	Fuel dumping (simulated)	P	---->			
4.5	Tail rotor control failure (if applicable)	P	---->			
4.5.1	Tail rotor loss (if applicable)	P	A helicopter shall not be used for this exercise			
4.6	Incapacitation of crew member — MPH only	P	---->			
4.7	Transmission malfunctions	P	---->			
4.8	Other emergency procedures as outlined in the appropriate flight manual	P	---->			

SECTION 5 — Instrument flight procedures (to be performed in IMC or simulated IMC)

5.1	Instrument take-off: transition to instrument flight is required as soon as possible after	P*	---->*			
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Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 1178/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

	becoming airborne					
5.1.1	Simulated engine failure during departure	P*	---->*		M*	
5.2	Adherence to departure and arrival routes and ATC instructions	P*	---->*		M*	
5.3	Holding procedures	P*	---->*			
5.4	3D operations to DH/A of 200 ft (60 m) or to higher minima if required by the approach procedure	P*	---->*			
5.4.1	Manually, without flight director. Note: According to the AFM, RNP APCH procedures may require the use of autopilot or flight director. The procedure to be flown manually shall be chosen taken into account such	P*	---->*		M*	

Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 1178/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

	limitations (for example, choose an ILS for 5.4.1 in the case of such AFM limitation).					
5.4.2	Manually, with flight director	P*	---->*		M*	
5.4.3	With coupled autopilot	P*	---->*			
5.4.4	Manually, with one engine simulated inoperative; engine failure has to be simulated during final approach before passing 1 000 ft above aerodrome level until touchdown or until completion of the missed approach procedure	P*	---->*		M*	
5.5	2D operations down to the MDA/H	P*	---->*		M*	
5.6	Go-around with all engines operating on reaching DA/H or	P*	---->*			

Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 1178/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

	MDA/ MDH					
5.6.1	Other missed approach procedures	P*	---->*			
5.6.2	Go-around with one engine simulated inoperative on reaching DA/H or MDA/MDH	P*	---->*		M*	
5.7	IMC autorotation with power recovery	P*	---->*		M*	
5.8	Recovery from unusual attitudes	P*	---->*		M*	
SECTION 6 — Use of optional equipment						
6	Use of optional equipment	P	---->			

D. Specific requirements for the powered-lift aircraft category

1. In the case of skill tests or proficiency checks for powered-lift aircraft type ratings, applicants shall pass Sections 1 to 5 and 6 (as applicable) of the skill test or proficiency check. Failure in more than five items will require applicants to repeat the entire test or check. Applicants failing not more than five items shall repeat the failed items. Failure in any item in the case of a retest or a recheck or failure in any other items already passed will require applicants to repeat the entire test or check. All sections of the skill test or proficiency check shall be completed within 6 months.

FLIGHT TEST TOLERANCE

2. Applicants shall demonstrate the ability to:
 - (a) operate the powered-lift aircraft within its limitations;
 - (b) complete all manoeuvres with smoothness and accuracy;
 - (c) exercise good judgement and airmanship;
 - (d) apply aeronautical knowledge;
 - (e) maintain control of the powered-lift aircraft at all times in such a manner that the successful outcome of a procedure or manoeuvre is never in doubt;

Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 1178/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

- (f) understand and apply crew coordination and incapacitation procedures; and
- (g) communicate effectively with the other crew members.
3. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the powered-lift aircraft used.

(a) **IFR flight limits**

Height	
Generally	± 100 ft
Starting a go-around at decision height/altitude	+ 50 ft/– 0 ft
Minimum descent height/altitude	+ 50 ft/– 0 ft
Tracking	
On radio aids	± 5°
Precision approach	half-scale deflection, azimuth and glide path
Heading	
Normal operations	± 5°
Abnormal operations/emergencies	± 10°
Speed	
Generally	± 10 knots
With simulated engine failure	+ 10 knots/– 5 knots

(b) **VFR flight limits:**

Height	
Generally	± 100 ft
Heading	
Normal operations	± 5°
Abnormal operations/emergencies	± 10°
Speed	
Generally	± 10 knots
With simulated engine failure	+ 10 knots/– 5 knots
Ground drift	
T.O. hover I.G.E.	± 3 ft
Landing	± 2 ft (with 0 ft rearward or lateral flight)

CONTENT OF THE TRAINING/SKILL TEST/PROFICIENCY CHECK

Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 1178/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

4. The following symbol means:
- P = Trained as PIC or co-pilot and as PF and PM for the issue of a type rating as applicable
5. The practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted up to any higher equipment level shown by the arrow (---->).
6. The following abbreviations are used to indicate the training equipment used:

FFS =	full-flight simulator
FTD =	flight training device
OTD =	other training device
PL =	powered-lift aircraft

- (a) Applicants for the skill test for the issue of the powered-lift aircraft type rating shall pass Sections 1 to 5 and, if applicable, Section 6.
- (b) Applicants for the revalidation or renewal of the powered-lift aircraft type rating proficiency check shall pass Sections 1 to 5 and, if applicable, Section 6 and/or Section 7.
- (c) The starred items (*) shall be flown solely by reference to instruments. If this condition is not met during the skill test or proficiency check, the type rating will be restricted to VFR only.
7. Where the letter ‘M’ appears in the skill test or proficiency check column, this will indicate a mandatory exercise.
8. FSTDs shall be used for practical training and testing if they form part of an approved type rating course. The following considerations will apply to the approval of the course:
- (a) the qualification of the FSTDs as set out in the relevant requirements of Annex VI (Part-ARA) and Annex VII (Part-ORA); and
- (b) the qualifications of the instructor.

POWERED-LIFT AIRCRAFT CATEGORY	PRACTICAL TRAINING				SKILL TEST OR PROFICIENCY CHECK			
	Manoeuvres/procedures	OTD	FTD	FFS	PL	Instructor's initials when training completed	Checked in FFS PL completed	Examiner's initials when test completed
SECTION 1 — Preflight preparations and checks								
1.1	Powered-lift aircraft exterior				P			

Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 1178/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

	visual inspection; location of each item and purpose of inspection						
1.2	Cockpit inspection	P	---->	---->	---->		
1.3	Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	P	---->	---->	---->	M	
1.4	Taxiing in compliance with ATC instructions or with instructions of an instructor		P	---->	---->		
1.5	Pre-take-off procedures and checks including power check	P	---->	---->	---->	M	
SECTION 2 — Flight manoeuvres and procedures							
2.1	Normal VFR take-off profiles:		P	---->	---->	M	

Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 1178/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

		Runway operations (short take-off and landing (STOL) and vertical take-off and landing (VTOL)) including crosswind Elevated heliports Ground level heliports					
2.2	Take-off at maximum take-off mass (actual or simulated maximum take-off mass)		P	---->			
2.3.1	Rejected take-off: — — —	during runway operations; during elevated heliport operations; and during ground level operations.	P	---->			M
2.3.2	Take-off with simulated		P	---->			M

Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 1178/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

	engine failure after passing decision point:	during runway operations; during elevated heliport operations; and during ground level operations.					
2.4	Autorotative descent in helicopter mode to ground (an aircraft shall not be used for this exercise)		---->	---->			M FFS only
2.4.1	Windmill descent in aeroplane mode (an aircraft shall not be used for this exercise)		P	---->			M FFS only
2.5	Normal VFR landing profiles:	runway operations (STOL	P	---->	---->		M

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		and VTOL) elevated heliports ground level heliports						
2.5.1	Landing with simulated engine failure after reaching decision point: — — —	during runway operations; during elevated heliport operations; and during ground level operations.						
2.6	Go- around or landing following simulated engine failure before decision point		P	---->			M	

SECTION 3 — Normal and abnormal operations of the following systems and procedures:

3	Normal and abnormal operations of the following systems and procedures (may						M	A mandatory minimum of 3 items shall be selected from this section
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Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 1178/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

	be completed in an FSTD if qualified for the exercise):							
3.1	Engine	P	---->	---->				
3.2	Pressurisation and air conditioning (heating, ventilation)	P	---->	---->				
3.3	Pitot/ static system	P	---->	---->				
3.4	Fuel system	P	---->	---->				
3.5	Electrical system	P	---->	---->				
3.6	Hydraulic system	P	---->	---->				
3.7	Flight control and trim system	P	---->	---->				
3.8	Anti-icing and de-icing system, glare shield heating (if fitted)	P	---->	---->				
3.9	Autopilot flight director	P	--->	--->				
3.10	Stall warning devices or stall avoidance devices	P	---->	---->				

Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 1178/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

	and stability augmentation devices						
3.11	Weather radar, radio altimeter, transponder, ground proximity warning system (if fitted)	P	---->	---->			
3.12	Landing gear system	P	---->	---->			
3.13	APU	P	---->	---->			
3.14	Radio, navigation equipment, instruments and FMS	P	---->	---->			
3.15	Flap system	P	---->	---->			

SECTION 4 — Abnormal and emergency procedures

4	Abnormal and emergency procedures (may be completed in an FSTD if qualified for the exercise)					M	A mandatory minimum of 3 items shall be selected from this section
4.1	Fire drills, engine, APU, cargo compartment, flight deck	P	---->	---->			

Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 1178/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

	and electrical fires including evacuation if applicable							
4.2	Smoke control and removal	P	---->	---->				
4.3	Engine failures, shutdown and restart (an aircraft shall not be used for this exercise) including one engine inoperative conversion from helicopter to aeroplane modes and vice versa	P	---->	---->			FFS only	
4.4	Fuel dumping (simulated, if fitted)	P	---->	---->				
4.5	Wind shear at take-off and landing (an aircraft shall not be used			P			FFS only	

Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 1178/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

	for this exercise)						
4.6	Simulated cabin pressure failure/emergency descent (an aircraft shall not be used for this exercise)	P	---->	---->			FFS only
4.7	ACAS event (an aircraft shall not be used for this exercise)	P	---->	---->			FFS only
4.8	Incapacitation of crew member	ation	---->	---->			
4.9	Transmission malfunctions	ion	---->	---->			FFS only
4.10	Recovery from a full stall (power on and off) or after activation of stall warning devices in climb, cruise and approach configurations (an aircraft shall	P	---->	---->			FFS only

Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 1178/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

	not be used for this exercise)							
4.11	Other emergency procedures as detailed in the appropriate flight manual	P	---->	---->				
SECTION 5 — Instrument flight procedures (to be performed in IMC or simulated IMC)								
5.1	Instrument take-off: transition to instrument flight is required as soon as possible after becoming airborne	P*	---->*	---->*				
5.1.1	Simulated engine failure during departure after decision point	P*	---->*	---->*			M*	
5.2	Adherence to departure and arrival routes and ATC instructions	P*	---->*	---->*			M*	
5.3	Holding procedures	P*	---->*	---->*				

Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 1178/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

5.4	Precision approach down to a decision height not less than 60 m (200 ft)	P*	---->*	---->*				
5.4.1	Manually without flight director	P*	---->*	---->*			M* (Skill test only)	
5.4.2	Manually with flight director	P*	---->*	---->*				
5.4.3	With use of autopilot	P*	---->*	---->*				
5.4.4	Manually with one engine simulated inoperative; engine failure has to be simulated during final approach before passing the OM and continued either to touchdown or until completion of the missed approach procedure	P*	---->*	---->*			M*	

Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 1178/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

5.5	Non-precision approach down to the MDA/H	P*	---->*	---->*			M*	
5.6	Go-around with all engines operating on reaching DA/H or MDA/MDH	P*	---->*	---->*				
5.6.1	Other missed approach procedures	P*	---->*	---->*				
5.6.2	Go-around with one engine simulated inoperative on reaching DA/H or MDA/MDH	P*					M*	
5.7	IMC autorotation with power recovery to land on runway in helicopter mode only (an aircraft shall	P*	---->*	---->*			M* FFS only	

Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 1178/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

	not be used for this exercise)						
5.8	RecoveryP* from unusual attitudes (this one depends on the quality of the FFS)	---->*	---->*			M*	

SECTION 6 — Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60 m (200 ft) (CAT II/III)

6	Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60 m (CAT II/III). The following manoeuvres and procedures are the minimum training requirements to permit instrument approaches down to a DH of less than 60 m (200 ft). During						
---	---	--	--	--	--	--	--

Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 1178/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

	the following instrument approaches and missed approach procedures, all powered-lift aircraft equipment required for the type certification of instrument approaches down to a DH of less than 60 m (200 ft) shall be used.						
6.1	Rejected take-off at minimum authorised RVR	P	---->			M*	
6.2	ILS approaches: in simulated instrument flight conditions down to the applicable DH, using flight guidance system. Standard operating procedures	P	---->	---->		M*	

Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 1178/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

	(SOPs) of crew coordination shall be observed.						
6.3	Go-around: after approaches as indicated in 6.2 on reaching DH. The training shall also include a go-around due to (simulated) insufficient RVR, wind shear, aircraft deviation in excess of approach limits for a successful approach, ground/airborne equipment failure prior to reaching DH, and go-around with simulated airborne equipment failure.	P	---->	---->			M*

Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 1178/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

6.4	Landing(s): with visual reference established at DH following an instrument approach. Depending on the specific flight guidance system, an automatic landing shall be performed.	P	---->			M*	
SECTION 7 — Optional equipment							
7	Use of optional equipment	P	---->	---->			

E. Specific requirements for the airship category

1. In the case of skill tests or proficiency checks for airship type ratings, applicants shall pass Sections 1 to 5 and 6 (as applicable) of the skill test or proficiency check. Failure in more than five items will require applicants to repeat the entire test or check. Applicants failing not more than five items shall take the failed items again. Failure in any item in the case of a retest or a recheck, or failure in any other items already passed will require applicants to repeat the entire test or check again. All sections of the skill test or proficiency check shall be completed within 6 months.

FLIGHT TEST TOLERANCE

2. Applicants shall demonstrate the ability to:
 - (a) operate the airship within its limitations;
 - (b) complete all manoeuvres with smoothness and accuracy;
 - (c) exercise good judgement and airmanship;
 - (d) apply aeronautical knowledge;
 - (e) maintain control of the airship at all times in such a manner that the successful outcome of a procedure or manoeuvre is never in doubt;
 - (f) understand and apply crew coordination and incapacitation procedures; and
 - (g) communicate effectively with the other crew members.

Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 1178/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

3. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the airship used.

(a) **IFR flight limits:**

Height	
Generally	± 100 ft
Starting a go-around at decision height/altitude	+ 50 ft/– 0 ft
Minimum descent height/altitude	+ 50 ft/– 0 ft
Tracking	
On radio aids	± 5°
Precision approach	half-scale deflection, azimuth and glide path
Heading	
Normal operations	± 5°
Abnormal operations/emergencies	± 10°

(b) **VFR flight limits:**

Height	
Generally	± 100 ft
Heading	
Normal operations	± 5°
Abnormal operations/emergencies	± 10°

CONTENT OF THE TRAINING/SKILL TEST/PROFICIENCY CHECK

4. The following symbol means:

P = Trained as PIC or co-pilot and as PF and PM for the issue of a type rating as applicable.

5. The practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted up to any higher equipment level shown by the arrow (---->).

6. The following abbreviations are used to indicate the training equipment used:

FFS =	full-flight simulator
FTD =	flight training device
OTD =	other training device
As =	airship

Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 1178/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

- (a) Applicants for the skill test for the issue of the airship shall pass Sections 1 to 5 and, if applicable, Section 6.
- (b) Applicants for the revalidation or renewal of the airship type rating proficiency check shall pass Sections 1 to 5 and, if applicable Section 6.
- (c) The starred items (*) shall be flown solely by reference to instruments. If this condition is not met during the skill test or proficiency check, the type rating will be restricted to VFR only.
7. Where the letter ‘M’ appears in the skill test or proficiency check column, this will indicate a mandatory exercise.
8. FSTDs shall be used for practical training and testing if they form part of a type rating course. The following considerations will apply to the course:
- (a) the qualification of the FSTDs as set out in the relevant requirements of Annex VI (Part-ARA) and Annex VII (Part-ORA); and
- (b) the qualifications of the instructor.

AIRSHIP CATEGORY	PRACTICAL TRAINING				SKILL TEST OR PROFICIENCY CHECK			
	Manoeuvres/ procedures	OTD	FTD	FFS	As	Instructor's initials when training completed	Checked in FFS As completed	Examiner's initials when test completed
SECTION 1 — Preflight preparations and checks								
1.1	Preflight inspection				P			
1.2	Cockpit P inspection		---->	---->	---->			
1.3	Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies		P	---->	---->		M	
1.4	Off-mast procedure			P	---->		M	

Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 1178/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

	and ground manoeuvring							
1.5	Pre-take-off procedures and checks	P	---->	---->	---->		M	
SECTION 2 — Flight manoeuvres and procedures								
2.1	Normal VFR take-off profile			P	---->		M	
2.2	Take-off with simulated engine failure			P	---->		M	
2.3	Take-off with heaviness > 0 (Heavy T/O)			P	---->			
2.4	Take-off with heaviness < 0 (Light/TO)			P	---->			
2.5	Normal climb procedure			P	---->			
2.6	Climb to pressure height			P	---->			
2.7	Recognising of pressure height			P	---->			
2.8	Flight at or close to pressure height			P	---->		M	

Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 1178/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

2.9	Normal descent and approach			P	---->			
2.10	Normal VFR landing profile			P	---->		M	
2.11	Landing with heaviness > 0 (Heavy Ldg.)			P	---->		M	
2.12	Landing with heaviness < 0 (Light Ldg.)			P	---->		M	
	Intentionally left blank							

SECTION 3 — Normal and abnormal operations of the following systems and procedures

3	Normal and abnormal operations of the following systems and procedures (may be completed in an FSTD if qualified for the exercise):						M	A mandatory minimum of 3 items shall be selected from this section
3.1	Engine	P	---->	---->	---->			
3.2	Envelope pressurisation	P	---->	---->	---->			

Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 1178/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

3.3	Pitot/ static system	P	---->	---->	---->			
3.4	Fuel system	P	---->	---->	---->			
3.5	Electrical system	P	---->	---->	---->			
3.6	Hydraulic system	P	---->	---->	---->			
3.7	Flight control and trim system	P	---->	---->	---->			
3.8	Ballonet system	P	---->	---->	---->			
3.9	Autopilot flight director	P	--->	--->	---->			
3.10	Stability augmentation devices	P	---->	---->	---->			
3.11	Weather radar, radio altimeter, transponder, ground proximity warning system (if fitted)	P	---->	---->	---->			
3.12	Landing gear system	P	---->	---->	---->			
3.13	APU	P	---->	---->	---->			
3.14	Radio, navigation equipment, instruments and FMS	P	---->	---->	---->			
	Intentionally left blank							

Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 1178/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

SECTION 4 — Abnormal and emergency procedures

4	Abnormal and emergency procedures (may be completed in an FSTD if qualified for the exercise)					M	A mandatory minimum of three items shall be selected from this section
4.1	Fire drills, engine, APU, cargo compartment, flight deck and electrical fires, including evacuation if applicable	P	---->	---->	---->		
4.2	Smoke control and removal	P	---->	---->	---->		
4.3	Engine failures, shutdown and restart: in particular phases of flight, inclusive multiple engine failure	P	---->	---->	---->		
4.4	Incapacitation of crew member	P	---->	---->	---->		

Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 1178/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

4.5	Transmission/gearbox malfunctions	P	---->	---->	---->		FFS only	
4.6	Other emergency procedures as outlined in the appropriate flight manual	P	---->	---->	---->			
SECTION 5 — Instrument Flight Procedures (to be performed in IMC or simulated IMC)								
5.1	Instrument take-off: transition to instrument flight is required as soon as possible after becoming airborne	P*	---->*	---->*	---->*			
5.1.1	Simulated engine failure during departure	P*	---->*	---->*	---->*		M*	
5.2	Adherence to departure and arrival routes and ATC instructions	P*	---->*	---->*	---->*		M*	
5.3	Holding procedures	P*	---->*	---->*	---->*			
5.4	Precision approach down to a decision	P*	---->*	---->*	---->*			

Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 1178/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

	height not less than 60 m (200 ft)						
5.4.1	Manually without flight director	P*	---->*	---->*	---->*		M* (Skill test only)
5.4.2	Manually with flight director	P*	---->*	---->*	---->*		
5.4.3	With use of autopilot	P*	---->*	---->*	---->*		
5.4.4	Manually with one engine simulated inoperative; engine failure has to be simulated during final approach before passing the OM and continued to touchdown or until completion of the missed approach procedure	P*	---->*	---->*	---->*		M*
5.5	Non-precision approach down to the MDA/H	P*	---->*	---->*	---->*		M*

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5.6	Go-around with all engines operating on reaching DA/H or MDA/MDH	P*	---->*	---->*	---->*			
5.6.1	Other missed approach procedures	P*	---->*	---->*	---->*			
5.6.2	Go-around with one engine simulated inoperative on reaching DA/H or MDA/MDH	P*					M*	
5.7	Recovery from unusual attitudes (this one depends on the quality of the FFS)	P*	---->*	---->*	---->*		M*	

SECTION 6 — Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60 m (200 ft) (CAT II/III)

6	Additional authorisation on a type rating for instrument approaches down							
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Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 1178/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) [View outstanding changes](#)

to a decision height of less than 60 m (200 ft) (CAT II/III). The following manoeuvres and procedures are the minimum training requirements to permit instrument approaches down to a DH of less than 60 m (200 ft). During the following instrument approaches and missed approach procedures, all airship equipment required for the type certification of instrument approaches down to a DH of less than 60 m (200 ft)						
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Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 1178/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

	shall be used.						
6.1	Rejected take-off at minimum authorised RVR	P	---->			M*	
6.2	ILS approaches: in simulated instrument flight conditions down to the applicable DH, using flight guidance system. SOPs of crew coordination shall be observed.	P	---->			M*	
6.3	Go-around After approaches as indicated in 6.2 on reaching DH. The training shall also include a go-around due to (simulated) insufficient RVR, wind shear,	P	---->			M*	

Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 1178/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

	aircraft deviation in excess of approach limits for a successful approach, ground/airborne equipment failure prior to reaching DH and, go-around with simulated airborne equipment failure.						
6.4	Landing(s): with visual reference established at DH following an instrument approach. Depending on the specific flight guidance system, an automatic landing shall be performed	P	---->			M*	
SECTION 7 — Optional equipment							
7	Use of optional equipment	P	---->				1

Changes to legislation:

There are outstanding changes not yet made to Commission Regulation (EU) No 1178/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations.

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Changes and effects yet to be applied to the whole legislation item and associated provisions

- Signature words omitted by [S.I. 2019/645 reg. 308](#)
- Annex 1 Appendix 3s. APT 9(b) substituted by [S.I. 2021/1203 reg. 4\(21\)](#)
- Annex 1 Appendix 9s. BPT 5 substituted by [S.I. 2021/1203 reg. 4\(22\)\(i\)](#)
- Annex 1 Appendix 9s. BPT 6(i) word substituted by [S.I. 2021/1203 reg. 4\(22\)\(ii\)](#)
- Annex 1 point FCL.015(a) amendment to earlier affecting provision S.I. 2019/645, reg. 310(4)(a)(ii) by [S.I. 2020/1116 reg. 34\(a\)\(i\)](#)
- Annex 1 point FCL.015(d) amendment to earlier affecting provision S.I. 2019/645, reg. 310(4)(c) by [S.I. 2020/1116 reg. 34\(a\)\(ii\)](#)
- Annex 1 point FCL.720.A(c) amendment to earlier affecting provision S.I. 2019/645, reg. 311(3) by [S.I. 2020/1116 reg. 35](#)
- Annex 1 point FCL.001 omitted by [S.I. 2019/645 reg. 310\(2\)](#)
- Annex 1 point FCL.045(e) omitted by [S.I. 2019/645 reg. 310\(6\)](#)
- Annex 1 point FCL.1015(c) omitted by [S.I. 2019/645 reg. 314\(3\)\(c\)](#)
- Annex 1 point FCL.015(e) omitted by [S.I. 2020/1116 reg. 57\(2\)\(a\)](#)
- Annex 1 Appendix 9 point A.17(c) word omitted by [S.I. 2020/1116 reg. 57\(5\)](#)
- Annex 1 point FCL.015(a) word substituted by [S.I. 2019/645 reg. 310\(4\)\(a\)\(i\)](#)
- Annex 1 point FCL.015(b) word substituted by [S.I. 2019/645 reg. 310\(4\)\(b\)](#)
- Annex 1 point FCL.015(d) word substituted by [S.I. 2019/645 reg. 310\(4\)\(c\)](#)
- Annex 1 point FCL.050 word substituted by [S.I. 2019/645 reg. 310\(7\)](#)
- Annex 1 point FCL.055(e) word substituted by [S.I. 2019/645 reg. 310\(8\)\(b\)](#) (This amendment not applied to legislation.gov.uk. Reg. 310(8)(b) omitted immediately before IP completion day by virtue of S.I. 2020/1116, regs. 1(3), 34(b))
- Annex 1 point FCL.070 word substituted by [S.I. 2019/645 reg. 310\(9\)](#)
- Annex 1 point FCL.700(b) word substituted by [S.I. 2019/645 reg. 311\(2\)](#)
- Annex 1 point FCL.815(a) word substituted by [S.I. 2019/645 reg. 312](#)
- Annex 1 point FCL.900(b) word substituted by [S.I. 2019/645 reg. 313\(2\)\(a\)\(ii\)](#) (This amendment not applied to legislation.gov.uk. Reg. 313(2)(a) omitted immediately before IP completion day by virtue of S.I. 2020/1116, regs. 1(3), 36)
- Annex 1 point FCL.900(c) word substituted by [S.I. 2019/645 reg. 313\(2\)\(b\)\(ii\)\(bb\)](#)
- Annex 1 point FCL.945 word substituted by [S.I. 2019/645 reg. 313\(3\)](#)
- Annex 1 point FCL.1000(b) word substituted by [S.I. 2019/645 reg. 314\(2\)\(a\)\(ii\)](#)
- Annex 1 point FCL.1000(c) word substituted by [S.I. 2019/645 reg. 314\(2\)\(b\)\(ii\)\(bb\)](#)
- Annex 1 point FCL.1015(a) word substituted by [S.I. 2019/645 reg. 314\(3\)\(a\)](#)
- Annex 1 point FCL.1020 word substituted by [S.I. 2019/645 reg. 314\(4\)\(a\)](#)
- Annex 1 point FCL.1020 word substituted by [S.I. 2019/645 reg. 314\(4\)\(b\)](#)
- Annex 1 point FCL.1025(b) word substituted by [S.I. 2019/645 reg. 314\(5\)\(a\)](#)
- Annex 1 point FCL.1025(b) word substituted by [S.I. 2019/645 reg. 314\(5\)\(b\)\(i\)](#)
- Annex 1 point FCL.1025(b) word substituted by [S.I. 2019/645 reg. 314\(5\)\(b\)\(ii\)](#)
- Annex 1 point FCL.1025(b) word substituted by [S.I. 2019/645 reg. 314\(5\)\(c\)](#)
- Annex 1 point FCL.1030(b) word substituted by [S.I. 2019/645 reg. 314\(6\)\(a\)\(i\)](#)
- Annex 1 point FCL.1030(b) word substituted by [S.I. 2019/645 reg. 314\(6\)\(a\)\(ii\)\(aa\)](#)
- Annex 1 Appendix 3 word substituted by [S.I. 2019/645 reg. 315](#)
- Annex 1 Appendix 5 word substituted by [S.I. 2019/645 reg. 315](#)
- Annex 1 Appendix 9 word substituted by [S.I. 2019/645 reg. 315](#)
- Annex 1 point FCL.725(d) word substituted by [S.I. 2020/1116 reg. 57\(3\)](#)
- Annex 1 point FCL.900(b) word substituted by [S.I. 2020/1116 reg. 57\(4\)\(a\)](#)
- Annex 1 point FCL.025(a) words omitted by [S.I. 2019/645 reg. 310\(5\)](#)
- Annex 1 point FCL.1015(b) words omitted by [S.I. 2019/645 reg. 314\(3\)\(b\)](#)
- Annex 1 point FCL.1030(b) words omitted by [S.I. 2019/645 reg. 314\(6\)\(a\)\(ii\)\(bb\)](#)

- Annex 1 point FCL.010 words substituted by [S.I. 2019/645 reg. 310\(3\)](#)
- Annex 1 point FCL.015(a) words substituted by [S.I. 2019/645 reg. 310\(4\)\(a\)\(ii\)](#)
- Annex 1 point FCL.055(a) words substituted by [S.I. 2019/645 reg. 310\(8\)\(a\)](#)
- Annex 1 point FCL.720.A(c) words substituted by [S.I. 2019/645 reg. 311\(3\)](#)
- Annex 1 point FCL.900(b) words substituted by [S.I. 2019/645 reg. 313\(2\)\(a\)\(i\)](#) (This amendment not applied to legislation.gov.uk. Reg. 313(2)(a) omitted immediately before IP completion day by virtue of S.I. 2020/1116, regs. 1(3), 36)
- Annex 1 point FCL.900(c) words substituted by [S.I. 2019/645 reg. 313\(2\)\(b\)\(i\)](#)
- Annex 1 point FCL.900(c) words substituted by [S.I. 2019/645 reg. 313\(2\)\(b\)\(ii\)\(aa\)](#)
- Annex 1 point FCL.900(c) words substituted by [S.I. 2019/645 reg. 313\(2\)\(b\)\(ii\)\(cc\)](#)
- Annex 1 point FCL.900(c) words substituted by [S.I. 2019/645 reg. 313\(2\)\(b\)\(iii\)](#)
- Annex 1 point FCL.1000(b) words substituted by [S.I. 2019/645 reg. 314\(2\)\(a\)\(i\)](#)
- Annex 1 point FCL.1000(c) words substituted by [S.I. 2019/645 reg. 314\(2\)\(b\)\(ii\)\(aa\)](#)
- Annex 1 point FCL.1000(c) words substituted by [S.I. 2019/645 reg. 314\(2\)\(b\)\(ii\)\(cc\)](#)
- Annex 1 point FCL.1000(c) words substituted by [S.I. 2019/645 reg. 314\(2\)\(b\)\(iii\)](#)
- Annex 1 point FCL.1030(d) words substituted by [S.I. 2019/645 reg. 314\(6\)\(b\)](#)
- Annex 1 point FCL.055(b) words substituted by [S.I. 2020/1116 reg. 57\(2\)\(b\)](#)
- Annex 1 point FCL.055(e) words substituted by [S.I. 2020/1116 reg. 57\(2\)\(c\)](#)
- Annex 1 point FCL.900(b) words substituted by [S.I. 2020/1116 reg. 57\(4\)\(b\)](#)
- Art. 1(1)(a) amendment to earlier affecting provision [S.I. 2019/645, reg. 292](#) by [S.I. 2020/1116 reg. 29](#)
- Art. 1(1)(c) words inserted by [S.I. 2021/10 reg. 4\(2\)](#)
- Annex 2 s. Apara. 4 words omitted by [S.I. 2019/645 reg. 316\(2\)\(d\)\(i\)\(bb\)](#)
- Annex 2 s. Bpara. 4 words omitted by [S.I. 2019/645 reg. 316\(3\)\(d\)\(i\)\(bb\)](#)
- Annex 2 s. Apara. 1 words substituted by [S.I. 2019/645 reg. 316\(2\)\(a\)\(i\)](#)
- Annex 2 s. Apara. 1(d) words substituted by [S.I. 2019/645 reg. 316\(2\)\(a\)\(ii\)](#)
- Annex 2 s. Apara. 2 words substituted by [S.I. 2019/645 reg. 316\(2\)\(b\)](#)
- Annex 2 s. Apara. 3 words substituted by [S.I. 2019/645 reg. 316\(2\)\(c\)](#)
- Annex 2 s. Apara. 4 words substituted by [S.I. 2019/645 reg. 316\(2\)\(d\)\(i\)\(aa\)](#)
- Annex 2 s. Apara. 4 words substituted by [S.I. 2019/645 reg. 316\(2\)\(d\)\(ii\)](#)
- Annex 2 s. Bpara. 1 words substituted by [S.I. 2019/645 reg. 316\(3\)\(a\)\(i\)](#)
- Annex 2 s. Bpara. 1(d) words substituted by [S.I. 2019/645 reg. 316\(3\)\(a\)\(ii\)](#)
- Annex 2 s. Bpara. 2 words substituted by [S.I. 2019/645 reg. 316\(3\)\(b\)](#)
- Annex 2 s. Bpara. 3 words substituted by [S.I. 2019/645 reg. 316\(3\)\(c\)](#)
- Annex 2 s. Bpara. 4 words substituted by [S.I. 2019/645 reg. 316\(3\)\(d\)\(i\)\(aa\)](#)
- Annex 2 s. Bpara. 4 words substituted by [S.I. 2019/645 reg. 316\(3\)\(d\)\(ii\)](#)
- Art. 2(4) word omitted by [S.I. 2019/645 reg. 293\(2\)\(b\)](#)
- Art. 2(4) words omitted by [S.I. 2019/645 reg. 293\(2\)\(c\)](#)
- Art. 2(4) words substituted by [S.I. 2019/645 reg. 293\(2\)\(a\)](#)
- Art. 2(5) words substituted by [S.I. 2019/645 reg. 293\(3\)](#)
- Art. 2(9) words omitted by [S.I. 2019/645 reg. 293\(4\)\(b\)](#)
- Art. 2(9) words substituted by [S.I. 2019/645 reg. 293\(4\)\(a\)](#)
- Art. 2(10) words substituted by [S.I. 2019/645 reg. 293\(5\)](#)
- Art. 2(13) word omitted by [S.I. 2019/645 reg. 293\(6\)\(a\)](#)
- Art. 2(13) words substituted by [S.I. 2019/645 reg. 293\(6\)\(b\)](#)
- Art. 2(14) word substituted by [S.I. 2019/645 reg. 293\(7\)](#)
- Art. 2(15) word substituted by [S.I. 2019/645 reg. 293\(7\)](#)
- Art. 2(18) word substituted by [S.I. 2019/645 reg. 293\(7\)](#)
- Annex 3 s. Apara. 1 word substituted by [S.I. 2019/645 reg. 317\(2\)\(a\)\(i\)](#) (This amendment not applied to legislation.gov.uk. Reg. 317 omitted immediately before IP completion day by virtue of S.I. 2020/1116, regs. 1(3), 37)
- Annex 3 s. Apara. 2 word substituted by [S.I. 2019/645 reg. 317\(2\)\(b\)\(i\)](#) (This amendment not applied to legislation.gov.uk. Reg. 317 omitted immediately before IP completion day by virtue of S.I. 2020/1116, regs. 1(3), 37)
- Annex 3 s. Apara. 7(a) word substituted by [S.I. 2019/645 reg. 317\(2\)\(d\)\(ii\)](#) (This amendment not applied to legislation.gov.uk. Reg. 317 omitted immediately before IP completion day by virtue of S.I. 2020/1116, regs. 1(3), 37)

- Annex 3 s. Bpara. 1 word substituted by [S.I. 2019/645 reg. 317\(3\)](#) (This amendment not applied to legislation.gov.uk. Reg. 317 omitted immediately before IP completion day by virtue of S.I. 2020/1116, regs. 1(3), 37)
- Annex 3 s. Apara. 1 words omitted by [S.I. 2019/645 reg. 317\(2\)\(a\)\(ii\)](#) (This amendment not applied to legislation.gov.uk. Reg. 317 omitted immediately before IP completion day by virtue of S.I. 2020/1116, regs. 1(3), 37)
- Annex 3 s. Apara. 2 words substituted by [S.I. 2019/645 reg. 317\(2\)\(b\)\(ii\)](#) (This amendment not applied to legislation.gov.uk. Reg. 317 omitted immediately before IP completion day by virtue of S.I. 2020/1116, regs. 1(3), 37)
- Annex 3 s. Apara. 6 words substituted by [S.I. 2019/645 reg. 317\(2\)\(c\)](#) (This amendment not applied to legislation.gov.uk. Reg. 317 omitted immediately before IP completion day by virtue of S.I. 2020/1116, regs. 1(3), 37)
- Annex 3 s. Apara. 7 words substituted by [S.I. 2019/645 reg. 317\(2\)\(d\)\(i\)](#) (This amendment not applied to legislation.gov.uk. Reg. 317 omitted immediately before IP completion day by virtue of S.I. 2020/1116, regs. 1(3), 37)
- Annex 3 s. Apara. 8 words substituted by [S.I. 2019/645 reg. 317\(2\)\(e\)](#) (This amendment not applied to legislation.gov.uk. Reg. 317 omitted immediately before IP completion day by virtue of S.I. 2020/1116, regs. 1(3), 37)
- Art. 3(3)(4) inserted by [S.I. 2021/614 reg. 4\(3\)](#)
- Annex 4 point MED.A.001 omitted by [S.I. 2019/645 reg. 318\(2\)\(a\)](#)
- Annex 4 point MED.A.025(f) omitted by [S.I. 2019/645 reg. 318\(2\)\(c\)\(vi\)](#)
- Annex 4 point MED.D.001(f) omitted by [S.I. 2019/645 reg. 318\(4\)\(a\)](#)
- Annex 4 point MED.A.010 word substituted by [S.I. 2019/645 reg. 318\(2\)\(b\)\(ii\)](#)
- Annex 4 point MED.A.025(a) word substituted by [S.I. 2019/645 reg. 318\(2\)\(c\)\(i\)\(aa\)](#)
- Annex 4 point MED.A.025(a) word substituted by [S.I. 2019/645 reg. 318\(2\)\(c\)\(i\)\(bb\)](#)
- Annex 4 point MED.A.025(b) word substituted by [S.I. 2019/645 reg. 318\(2\)\(c\)\(ii\)\(aa\)](#)
- Annex 4 point MED.A.025(b) word substituted by [S.I. 2019/645 reg. 318\(2\)\(c\)\(ii\)\(bb\)](#)
- Annex 4 point MED.A.025(b) word substituted by [S.I. 2019/645 reg. 318\(2\)\(c\)\(ii\)\(cc\)](#)
- Annex 4 point MED.A.025(c) word substituted by [S.I. 2019/645 reg. 318\(2\)\(c\)\(iii\)\(aa\)](#)
- Annex 4 point MED.A.025(c) word substituted by [S.I. 2019/645 reg. 318\(2\)\(c\)\(iii\)\(bb\)](#)
- Annex 4 point MED.A.025(e) word substituted by [S.I. 2019/645 reg. 318\(2\)\(c\)\(v\)](#)
- Annex 4 point MED.A.035(a) word substituted by [S.I. 2019/645 reg. 318\(2\)\(d\)](#)
- Annex 4 point MED.A.040(e) word substituted by [S.I. 2019/645 reg. 318\(2\)\(e\)\(ii\)](#)
- Annex 4 point MED.A.040(f) word substituted by [S.I. 2019/645 reg. 318\(2\)\(e\)\(ii\)](#)
- Annex 4 point MED.A.046(a) word substituted by [S.I. 2019/645 reg. 318\(2\)\(f\)\(i\)](#)
- Annex 4 point MED.A.046(c) word substituted by [S.I. 2019/645 reg. 318\(2\)\(f\)\(iii\)](#)
- Annex 4 point MED.A.050(a) word substituted by [S.I. 2019/645 reg. 318\(2\)\(g\)](#)
- Annex 4 point MED.B.001 word substituted by [S.I. 2019/645 reg. 318\(3\)](#)
- Annex 4 point MED.B.010-MED.B.040 word substituted by [S.I. 2019/645 reg. 318\(3\)](#)
- Annex 4 point MED.B.050-MED.B.080 word substituted by [S.I. 2019/645 reg. 318\(3\)](#)
- Annex 4 point MED.B.090 word substituted by [S.I. 2019/645 reg. 318\(3\)](#)
- Annex 4 point MED.D.005 word substituted by [S.I. 2019/645 reg. 318\(4\)\(b\)](#)
- Annex 4 point MED.D.010 word substituted by [S.I. 2019/645 reg. 318\(4\)\(b\)](#)
- Annex 4 point MED.D.015(d) word substituted by [S.I. 2019/645 reg. 318\(4\)\(b\)](#)
- Annex 4 point MED.D.020(a) word substituted by [S.I. 2019/645 reg. 318\(4\)\(c\)](#)
- Annex 4 point MED.D.025 word substituted by [S.I. 2019/645 reg. 318\(4\)\(d\)](#)
- Annex 4 point MED.D.030 word substituted by [S.I. 2019/645 reg. 318\(4\)\(d\)](#)
- Annex 4 point MED.D.035(d) word substituted by [S.I. 2019/645 reg. 318\(4\)\(e\)\(iv\)](#)
- Annex 4 point MED.D.040(c) word substituted by [S.I. 2019/645 reg. 318\(4\)\(f\)\(ii\)](#)
- Annex 4 point MED.A.010 words inserted by [S.I. 2019/645 reg. 318\(2\)\(b\)\(iii\)](#)

- Annex 4 point MED.A.010 words omitted by [S.I. 2019/645 reg. 318\(2\)\(b\)\(i\)](#)
- Annex 4 point MED.A.040(b) words omitted by [S.I. 2019/645 reg. 318\(2\)\(e\)\(i\)](#)
- Annex 4 point MED.A.040(c) words omitted by [S.I. 2019/645 reg. 318\(2\)\(e\)\(i\)](#)
- Annex 4 point MED.D.035(a) words omitted by [S.I. 2019/645 reg. 318\(4\)\(e\)\(i\)](#)
- Annex 4 point MED.D.040 words omitted by [S.I. 2019/645 reg. 318\(4\)\(f\)\(i\)](#)
- Annex 4 point MED.A.025(d) words substituted by [S.I. 2019/645 reg. 318\(2\)\(c\)\(iv\)](#)
- Annex 4 point MED.A.046(b) words substituted by [S.I. 2019/645 reg. 318\(2\)\(f\)\(ii\)](#)
- Annex 4 point MED.D.035(b) words substituted by [S.I. 2019/645 reg. 318\(4\)\(e\)\(ii\)](#)
- Annex 4 point MED.D.035(c) words substituted by [S.I. 2019/645 reg. 318\(4\)\(e\)\(iii\)](#)
- Art. 4(7)(a) word substituted by [S.I. 2019/645, reg. 294\(3\)\(b\)](#) (as substituted) by [S.I. 2019/1098 reg. 5](#)
- Art. 4(7)(a) words substituted by [S.I. 2019/645 reg. 294\(3\)\(b\)](#) (This amendment not applied to legislation.gov.uk. Reg. 294(3) substituted immediately before IP completion day by [S.I. 2019/1098, regs. 1\(3\), 5](#))
- Art. 4(7)(b)(i) words substituted by [S.I. 2019/645, reg. 294\(3\)\(c\)\(i\)](#) (as substituted) by [S.I. 2019/1098 reg. 5](#)
- Art. 4(7)(b)(ii) words substituted by [S.I. 2019/645, reg. 294\(3\)\(c\)\(ii\)](#) (as substituted) by [S.I. 2019/1098 reg. 5](#)
- Art. 4(7)(c) word substituted by [S.I. 2019/645 reg. 294\(3\)\(c\)](#) (This amendment not applied to legislation.gov.uk. Reg. 294(3) substituted immediately before IP completion day by [S.I. 2019/1098, regs. 1\(3\), 5](#))
- Art. 4(7)(c) word substituted by [S.I. 2019/645, reg. 294\(3\)\(d\)](#) (as substituted) by [S.I. 2019/1098 reg. 5](#)
- Art. 4(7)(d) omitted by [S.I. 2019/645 reg. 294\(3\)\(d\)](#) (This amendment not applied to legislation.gov.uk. Reg. 294(3) substituted immediately before IP completion day by [S.I. 2019/1098, regs. 1\(3\), 5](#))
- Art. 4(7)(d) omitted by virtue of [S.I. 2019/645, reg. 294\(3\)\(e\)](#) (as substituted) by [S.I. 2019/1098 reg. 5](#)
- Art. 4(7)(e) word substituted by [S.I. 2019/645, reg. 294\(3\)\(f\)](#) (as substituted) by [S.I. 2019/1098 reg. 5](#)
- Art. 4(8)(a) word substituted by [S.I. 2019/645 reg. 294\(4\)\(b\)](#)
- Art. 4(8)(b) word substituted by [S.I. 2019/645 reg. 294\(4\)\(b\)](#)
- Art. 4(8)(c) words substituted by [S.I. 2019/645 reg. 294\(4\)\(c\)](#)
- Art. 4(8)(d) word substituted by [S.I. 2019/645 reg. 294\(4\)\(d\)](#)
- Art. 4(8)(e) omitted by [S.I. 2019/645 reg. 294\(4\)\(e\)](#)
- Art. 4(8)(f) word substituted by [S.I. 2019/645 reg. 294\(4\)\(f\)](#)
- Art. 4(8)(g) omitted by [S.I. 2019/645 reg. 294\(4\)\(g\)](#)
- Annex 5 point CC.GEN.001 omitted by [S.I. 2019/645 reg. 319\(2\)\(a\)](#)
- Annex 5 point CC.GEN.015 word substituted by [S.I. 2019/645 reg. 319\(2\)\(b\)](#)
- Annex 5 Subpart CCA word substituted by [S.I. 2019/645 reg. 319\(3\)](#)
- Annex 5 point CC.TRA.215 word substituted by [S.I. 2019/645 reg. 319\(3\)](#)
- Annex 5 Appendix point 1.2 word substituted by [S.I. 2019/645 reg. 319\(4\)](#)
- Annex 5 point CC.GEN.030 words substituted by [S.I. 2019/645 reg. 319\(2\)\(c\)](#)
- Annex 6 Appendix 3Form amendment to earlier affecting provision [S.I. 2019/645, reg. 331\(2\)\(d\)](#) by [S.I. 2020/1116 reg. 39\(a\)](#)
- Annex 6 Appendix 3Form amendment to earlier affecting provision [S.I. 2019/645, reg. 331\(3\)\(c\)](#) by [S.I. 2020/1116 reg. 39\(b\)](#)
- Annex 6 Appendix 8Form amendment to earlier affecting provision [S.I. 2019/645, reg. 335\(8\)](#) by [S.I. 2020/1116 reg. 40](#)
- Annex 6 point ARA.GEN.125 omitted by [S.I. 2019/645 reg. 321\(4\)](#)
- Annex 6 point ARA.GEN.135(b) omitted by [S.I. 2019/645 reg. 321\(5\)\(b\)](#)
- Annex 6 point ARA.GEN.200(c)(d) omitted by [S.I. 2019/645 reg. 321\(6\)\(c\)](#)
- Annex 6 point ARA.GEN.210(c) omitted by [S.I. 2019/645 reg. 321\(8\)\(b\)](#)
- Annex 6 point ARA.GEN.300(d)(e) omitted by [S.I. 2019/645 reg. 321\(10\)\(b\)](#)
- Annex 6 point ARA.GEN.350(e) omitted by [S.I. 2019/645 reg. 321\(13\)\(b\)](#)
- Annex 6 point ARA.GEN.355(d) omitted by [S.I. 2019/645 reg. 321\(14\)\(b\)](#)
- Annex 6 point ARA.FCL.200(a) omitted by [S.I. 2019/645 reg. 322\(3\)\(a\)](#)
- Annex 6 point ARA.FCL.210(a)(b) omitted by [S.I. 2019/645 reg. 322\(5\)\(a\)](#)

- Annex 6 point ARA.MED.160 omitted by [S.I. 2019/645 reg. 327\(8\)](#)
- Annex 6 point ARA.MED.240 omitted by [S.I. 2019/645 reg. 327\(10\)](#)
- Annex 6 point ARA.GEN.360 omitted by [S.I. 2020/1116 reg. 58\(2\)](#)
- Annex 6 point ARA.GEN.120(e) word omitted by [S.I. 2019/645 reg. 321\(3\)\(d\)\(ii\)](#)
- Annex 6 point ARA.MED.150(c) word omitted by [S.I. 2019/645 reg. 327\(7\)\(b\)\(iii\)](#)
- Annex 6 Appendix 2 heading word omitted by [S.I. 2019/645 reg. 330\(2\)](#)
- Annex 6 point ARA.GEN.115 word substituted by [S.I. 2019/645 reg. 321\(2\)](#)
- Annex 6 point ARA.GEN.120(a) word substituted by [S.I. 2019/645 reg. 321\(3\)\(a\)](#)
- Annex 6 point ARA.GEN.120(c) word substituted by [S.I. 2019/645 reg. 321\(3\)\(b\)](#)
- Annex 6 point ARA.GEN.120(d) word substituted by [S.I. 2019/645 reg. 321\(3\)\(c\)\(i\)](#)
- Annex 6 point ARA.GEN.120(e) word substituted by [S.I. 2019/645 reg. 321\(3\)\(d\)\(i\)](#)
- Annex 6 point ARA.GEN.135(a) word substituted by [S.I. 2019/645 reg. 321\(5\)\(a\)](#)
- Annex 6 point ARA.GEN.135(c) word substituted by [S.I. 2019/645 reg. 321\(5\)\(c\)](#)
- Annex 6 point ARA.GEN.200(a) word substituted by [S.I. 2019/645 reg. 321\(6\)\(a\)\(iii\)](#)
- Annex 6 point ARA.GEN.200(b) word substituted by [S.I. 2019/645 reg. 321\(6\)\(b\)](#)
- Annex 6 point ARA.GEN.205 word substituted by [S.I. 2019/645 reg. 321\(7\)\(b\)](#)
- Annex 6 point ARA.GEN.210(a) word substituted by [S.I. 2019/645 reg. 321\(8\)\(a\)](#)
- Annex 6 point ARA.GEN.210(b) word substituted by [S.I. 2019/645 reg. 321\(8\)\(a\)](#)
- Annex 6 point ARA.GEN.220(a) word substituted by [S.I. 2019/645 reg. 321\(9\)\(a\)\(i\)](#)
- Annex 6 point ARA.GEN.220(a) word substituted by [S.I. 2019/645 reg. 321\(9\)\(a\)\(iii\)\(bb\)](#)
- Annex 6 point ARA.GEN.220(b) word substituted by [S.I. 2019/645 reg. 321\(9\)\(b\)](#)
- Annex 6 point ARA.GEN.300(a) word substituted by [S.I. 2019/645 reg. 321\(10\)\(a\)](#)
- Annex 6 point ARA.GEN.300(b) word substituted by [S.I. 2019/645 reg. 321\(10\)\(a\)](#)
- Annex 6 point ARA.GEN.300(f) word substituted by [S.I. 2019/645 reg. 321\(10\)\(c\)](#)
- Annex 6 point ARA.GEN.305(a) word substituted by [S.I. 2019/645 reg. 321\(11\)\(a\)](#)
- Annex 6 point ARA.GEN.305(b)-ARA GEN.330 word substituted by [S.I. 2019/645 reg. 321\(12\)](#)
- Annex 6 point ARA.GEN.350(a)-(da) word substituted by [S.I. 2019/645 reg. 321\(13\)\(a\)](#)
- Annex 6 point ARA.GEN.355(a)-(c) word substituted by [S.I. 2019/645 reg. 321\(14\)\(a\)](#)
- Annex 6 point ARA.GEN.355(e) word substituted by [S.I. 2019/645 reg. 321\(14\)\(c\)](#)
- Annex 6 point ARA.FCL.120 word substituted by [S.I. 2019/645 reg. 322\(2\)](#)
- Annex 6 point ARA.FCL.200(b) word substituted by [S.I. 2019/645 reg. 322\(3\)\(b\)](#)
- Annex 6 point ARA.FCL.200(c) word substituted by [S.I. 2019/645 reg. 322\(3\)\(b\)](#)
- Annex 6 point ARA.FCL.200(d) word substituted by [S.I. 2019/645 reg. 322\(3\)\(b\)](#)
- Annex 6 point ARA.FCL.205(a) word substituted by [S.I. 2019/645 reg. 322\(4\)\(a\)\(i\)](#)
- Annex 6 point ARA.FCL.205(b) word substituted by [S.I. 2019/645 reg. 322\(4\)\(b\)](#)
- Annex 6 point ARA.FCL.205(c) word substituted by [S.I. 2019/645 reg. 322\(4\)\(b\)](#)
- Annex 6 point ARA.FCL.215-ARA.FCL.250 word substituted by [S.I. 2019/645 reg. 322\(6\)](#)
- Annex 6 point ARA.FCL.300(a) word substituted by [S.I. 2019/645 reg. 322\(7\)\(a\)](#)
- Annex 6 point ARA.FCL.300(b) word substituted by [S.I. 2019/645 reg. 322\(7\)\(b\)\(i\)](#)
- Annex 6 point ARA.FCL.300(c)-(f) word substituted by [S.I. 2019/645 reg. 322\(7\)\(c\)](#)
- Annex 6 point ARA.CC.100(a) word substituted by [S.I. 2019/645 reg. 323\(2\)\(a\)](#)
- Annex 6 point ARA.CC.100(b) word substituted by [S.I. 2019/645 reg. 323\(2\)\(b\)\(ii\)](#)
- Annex 6 point ARA.CC.100(c) word substituted by [S.I. 2019/645 reg. 323\(2\)\(c\)](#)
- Annex 6 point ARA.CC.105 word substituted by [S.I. 2019/645 reg. 323\(3\)](#)
- Annex 6 point ARA.CC.200(a) word substituted by [S.I. 2019/645 reg. 323\(4\)\(a\)](#)
- Annex 6 point ARA.CC.200(b) word substituted by [S.I. 2019/645 reg. 323\(4\)\(b\)\(ii\)](#)
- Annex 6 point ARA.ATO.120 word substituted by [S.I. 2019/645 reg. 324](#)
- Annex 6 point ARA.FSTD.100(a) word substituted by [S.I. 2019/645 reg. 325\(2\)\(a\)](#)
- Annex 6 point ARA.FSTD.100(b) word substituted by [S.I. 2019/645 reg. 325\(2\)\(a\)](#)
- Annex 6 point ARA.FSTD.100(c) word substituted by [S.I. 2019/645 reg. 325\(2\)\(b\)\(i\)](#)

- Annex 6 point ARA.FSTD.110-ARA.FSTD.140 word substituted by [S.I. 2019/645 reg. 325\(3\)](#)
- Annex 6 point ARA.AeMC.150(c) word substituted by [S.I. 2019/645 reg. 326](#)
- Annex 6 point ARA.MED.120 word substituted by [S.I. 2019/645 reg. 327\(2\)](#)
- Annex 6 point ARA.MED.125 word substituted by [S.I. 2019/645 reg. 327\(3\)\(a\)](#)
- Annex 6 point ARA.MED.125(a) word substituted by [S.I. 2019/645 reg. 327\(3\)\(b\)](#)
- Annex 6 point ARA.MED.130(b) word substituted by [S.I. 2019/645 reg. 327\(4\)\(b\)](#)
- Annex 6 point ARA.MED.130(c) word substituted by [S.I. 2019/645 reg. 327\(4\)\(b\)](#)
- Annex 6 point ARA.MED.135 word substituted by [S.I. 2019/645 reg. 327\(5\)](#)
- Annex 6 point ARA.MED.145 heading word substituted by [S.I. 2019/645 reg. 327\(6\)](#)
- Annex 6 point ARA.MED.145 word substituted by [S.I. 2019/645 reg. 327\(6\)](#)
- Annex 6 point ARA.MED.150(a) word substituted by [S.I. 2019/645 reg. 327\(7\)\(a\)](#)
- Annex 6 point ARA.MED.150(c) word substituted by [S.I. 2019/645 reg. 327\(7\)\(b\)\(i\)](#)
- Annex 6 point ARA.MED.150(d) word substituted by [S.I. 2019/645 reg. 327\(7\)\(c\)\(i\)](#)
- Annex 6 point ARA.MED.150(e) word substituted by [S.I. 2019/645 reg. 327\(7\)\(d\)\(i\)](#)
- Annex 6 point ARA.MED.200(a) word substituted by [S.I. 2019/645 reg. 327\(9\)](#)
- Annex 6 point ARA.MED.200(b) word substituted by [S.I. 2019/645 reg. 327\(9\)](#)
- Annex 6 point ARA.MED.245 word substituted by [S.I. 2019/645 reg. 327\(11\)\(a\)](#)
- Annex 6 point ARA.MED.250(a) word substituted by [S.I. 2019/645 reg. 327\(12\)](#)
- Annex 6 point ARA.MED.255 word substituted by [S.I. 2019/645 reg. 327\(13\)](#)
- Annex 6 point ARA.MED.315 word substituted by [S.I. 2019/645 reg. 327\(13\)](#)
- Annex 6 point ARA.MED.325 word substituted by [S.I. 2019/645 reg. 327\(14\)](#)
- Annex 6 point ARA.MED.330(c) word substituted by [S.I. 2019/645 reg. 327\(15\)\(b\)](#)
- Annex 6 Subpart DTO word substituted by [S.I. 2019/645 reg. 328](#)
- Annex 6 Appendix 1 point (a) word substituted by [S.I. 2019/645 reg. 329\(3\)\(a\)\(i\)](#)
- Annex 6 Appendix 1 point (a) word substituted by [S.I. 2019/645 reg. 329\(3\)\(a\)\(iii\)](#)
- Annex 6 Appendix 1 point (a) word substituted by [S.I. 2019/645 reg. 329\(3\)\(b\)\(ii\)](#)
- Annex 6 Appendix 1 point (b) word substituted by [S.I. 2019/645 reg. 329\(4\)](#)
- Annex 6 Appendix 1 point (c) word substituted by [S.I. 2019/645 reg. 329\(5\)\(b\)](#)
- Annex 6 Appendix 1Form word substituted by [S.I. 2019/645 reg. 329\(6\)\(b\)\(ii\)](#)
- Annex 6 Appendix 1Form word substituted by [S.I. 2019/645 reg. 329\(6\)\(b\)\(iii\)](#)
- Annex 6 Appendix 1Form word substituted by [S.I. 2019/645 reg. 329\(6\)\(c\)](#)
- Annex 6 Appendix 2Form word substituted by [S.I. 2019/645 reg. 330\(4\)\(c\)](#)
- Annex 6 Appendix 2Form word substituted by [S.I. 2019/645 reg. 330\(5\)\(b\)](#)
- Annex 6 Appendix 2Form word substituted by [S.I. 2019/645 reg. 330\(5\)\(c\)\(i\)](#)
- Annex 6 Appendix 2Form word substituted by [S.I. 2019/645 reg. 330\(5\)\(c\)\(ii\)](#)
- Annex 6 Appendix 2 Item 2 word substituted by [S.I. 2019/645 reg. 330\(6\)\(a\)](#)
- Annex 6 Appendix 2 Item 2 word substituted by [S.I. 2019/645 reg. 330\(6\)\(b\)](#)
- Annex 6 Appendix 2 Item 8 word substituted by [S.I. 2019/645 reg. 330\(8\)\(a\)](#)
- Annex 6 Appendix 2 Item 8 word substituted by [S.I. 2019/645 reg. 330\(8\)\(b\)](#)
- Annex 6 Appendix 2 Item 9 word substituted by [S.I. 2019/645 reg. 330\(9\)\(a\)](#)
- Annex 6 Appendix 2 Item 9 word substituted by [S.I. 2019/645 reg. 330\(9\)\(b\)](#)
- Annex 6 Appendix 2 Item 9 word substituted by [S.I. 2019/645 reg. 330\(9\)\(c\)](#)
- Annex 6 Appendix 2 Item 10 word substituted by [S.I. 2019/645 reg. 330\(10\)](#)
- Annex 6 Appendix 2 Item 12 word substituted by [S.I. 2019/645 reg. 330\(11\)](#)
- Annex 6 Appendix 3Form word substituted by [S.I. 2019/645 reg. 331\(3\)\(a\)](#)
- Annex 6 Appendix 4 word substituted by [S.I. 2019/645 reg. 332\(2\)\(b\)](#)
- Annex 6 Appendix 4 word substituted by [S.I. 2019/645 reg. 332\(2\)\(c\)](#)
- Annex 6 Appendix 4Form word substituted by [S.I. 2019/645 reg. 332\(3\)\(b\)\(i\)](#)
- Annex 6 Appendix 7Form word substituted by [S.I. 2019/645 reg. 334\(3\)](#)
- Annex 6 Appendix 8Form word substituted by [S.I. 2019/645 reg. 335\(5\)](#)
- Annex 6 Appendix 8Form word substituted by [S.I. 2019/645 reg. 335\(6\)](#)
- Annex 6 point ARA.ATO.110 word substituted by [S.I. 2020/1116 reg. 58\(3\)](#)
- Annex 6 point ARA.FCL.200(e) word substituted by [S.I. 2019/645, reg. 322\(3\)\(b\)](#) (as amended) by [S.I. 2020/1116 reg. 38](#)
- Annex 6 point ARA.MED.330(f) words inserted by [S.I. 2019/645 reg. 327\(15\)\(d\)\(i\)](#)
- Annex 6 point ARA.GEN.120(d) words omitted by [S.I. 2019/645 reg. 321\(3\)\(c\)\(ii\)](#)

- Annex 6 point ARA.GEN.120(d) words omitted by S.I. 2019/645 reg. 321(3)(c)(iii)
- Annex 6 point ARA.GEN.120(e) words omitted by S.I. 2019/645 reg. 321(3)(d)(iii)
- Annex 6 point ARA.GEN.120(e) words omitted by S.I. 2019/645 reg. 321(3)(d)(iv)
- Annex 6 point ARA.GEN.135(d) words omitted by S.I. 2019/645 reg. 321(5)(d)
- Annex 6 point ARA.GEN.220(a) words omitted by S.I. 2019/645 reg. 321(9)(a)(ii)
- Annex 6 point ARA.GEN.220(a) words omitted by S.I. 2019/645 reg. 321(9)(a)(iii)
(aa)
- Annex 6 point ARA.FCL.210(c) words omitted by S.I. 2019/645 reg. 322(5)(b)(ii)
- Annex 6 point ARA.FCL.300(b) words omitted by S.I. 2019/645 reg. 322(7)(b)(ii)
- Annex 6 point ARA.FSTD.100(c) words omitted by S.I. 2019/645 reg. 325(2)(b)(ii)
- Annex 6 point ARA.MED.150(c) words omitted by S.I. 2019/645 reg. 327(7)(b)(ii)
- Annex 6 point ARA.MED.150(c) words omitted by S.I. 2019/645 reg. 327(7)(b)(iv)
- Annex 6 point ARA.MED.150(e) words omitted by S.I. 2019/645 reg. 327(7)(d)(iii)
- Annex 6 point ARA.MED.245 words omitted by S.I. 2019/645 reg. 327(11)(b)
- Annex 6 point ARA.MED.330(d) words omitted by S.I. 2019/645 reg. 327(15)(c)(i)
- Annex 6 point ARA.MED.330(d) words omitted by S.I. 2019/645 reg. 327(15)(c)(ii)
- Annex 6 Appendix 1 point (a) words omitted by S.I. 2019/645 reg. 329(3)(a)(ii)
- Annex 6 Appendix 1 point (a) words omitted by S.I. 2019/645 reg. 329(3)(b)(i)
- Annex 6 Appendix 1 point (c) words omitted by S.I. 2019/645 reg. 329(5)(a)
- Annex 6 Appendix 1Form words omitted by S.I. 2019/645 reg. 329(6)(a)(vi)
- Annex 6 Appendix 2Form words omitted by S.I. 2019/645 reg. 330(3)
- Annex 6 Appendix 2Form words omitted by S.I. 2019/645 reg. 330(5)(d)
- Annex 6 Appendix 3Form words omitted by S.I. 2019/645 reg. 331(2)(c)
- Annex 6 Appendix 3Form words omitted by S.I. 2019/645 reg. 331(3)(b)
- Annex 6 Appendix 4Form words omitted by S.I. 2019/645 reg. 332(3)(a)(iv)
- Annex 6 Appendix 5Form words omitted by S.I. 2019/645 reg. 333(d)
- Annex 6 Appendix 7Form words omitted by S.I. 2019/645 reg. 334(2)(d)
- Annex 6 Appendix 8Form words omitted by S.I. 2019/645 reg. 335(7)
- Annex 6 point ARA.GEN.200(a) words substituted by S.I. 2019/645 reg. 321(6)(a)
(i)
- Annex 6 point ARA.GEN.200(a) words substituted by S.I. 2019/645 reg. 321(6)(a)
(ii)
- Annex 6 point ARA.GEN.205(a) words substituted by S.I. 2019/645 reg. 321(7)(a)
- Annex 6 point ARA.GEN.305(a) words substituted by S.I. 2019/645 reg. 321(11)(b)
- Annex 6 point ARA.FCL.205(a) words substituted by S.I. 2019/645 reg. 322(4)(a)
(ii)
- Annex 6 point ARA.FCL.210(c) words substituted by S.I. 2019/645 reg. 322(5)(b)(i)
- Annex 6 point ARA.CC.100(b) words substituted by S.I. 2019/645 reg. 323(2)(b)(i)
- Annex 6 point ARA.CC.200(b) words substituted by S.I. 2019/645 reg. 323(4)(b)(i)
- Annex 6 point ARA.MED.130(a) words substituted by S.I. 2019/645 reg. 327(4)(a)
- Annex 6 point ARA.MED.150(d) words substituted by S.I. 2019/645 reg. 327(7)(c)
(ii)
- Annex 6 point ARA.MED.150(e) words substituted by S.I. 2019/645 reg. 327(7)(d)
(ii)
- Annex 6 point ARA.MED.330(b) words substituted by S.I. 2019/645 reg. 327(15)(a)
(i)
- Annex 6 point ARA.MED.330(b) words substituted by S.I. 2019/645 reg. 327(15)(a)
(ii)
- Annex 6 point ARA.MED.330(f) words substituted by S.I. 2019/645 reg. 327(15)(d)
(ii)
- Annex 6 point ARA.MED.330(g) words substituted by S.I. 2019/645 reg. 327(15)(e)
- Annex 6 Appendix 1 words substituted by S.I. 2019/645 reg. 329(2)
- Annex 6 Appendix 1Form words substituted by S.I. 2019/645 reg. 329(6)(a)(i)
- Annex 6 Appendix 1Form words substituted by S.I. 2019/645 reg. 329(6)(a)(ii)
- Annex 6 Appendix 1Form words substituted by S.I. 2019/645 reg. 329(6)(a)(iii)
- Annex 6 Appendix 1Form words substituted by S.I. 2019/645 reg. 329(6)(a)(iv)
- Annex 6 Appendix 1Form words substituted by S.I. 2019/645 reg. 329(6)(a)(v)
- Annex 6 Appendix 1Form words substituted by S.I. 2019/645 reg. 329(6)(b)(i)

- Annex 6 Appendix 2Form words substituted by S.I. 2019/645 reg. 330(4)(a)
- Annex 6 Appendix 2Form words substituted by S.I. 2019/645 reg. 330(4)(b)
- Annex 6 Appendix 2Form words substituted by S.I. 2019/645 reg. 330(4)(d)
- Annex 6 Appendix 2Form words substituted by S.I. 2019/645 reg. 330(5)(a)
- Annex 6 Appendix 2 Item 3 words substituted by S.I. 2019/645 reg. 330(7)
- Annex 6 Appendix 3Form words substituted by S.I. 2019/645 reg. 331(2)(a)
- Annex 6 Appendix 3Form words substituted by S.I. 2019/645 reg. 331(2)(b)
- Annex 6 Appendix 3Form words substituted by S.I. 2019/645 reg. 331(2)(d)
- Annex 6 Appendix 3Form words substituted by S.I. 2019/645 reg. 331(3)(c)
- Annex 6 Appendix 4 words substituted by S.I. 2019/645 reg. 332(2)(a)
- Annex 6 Appendix 4Form words substituted by S.I. 2019/645 reg. 332(3)(a)(i)
- Annex 6 Appendix 4Form words substituted by S.I. 2019/645 reg. 332(3)(a)(ii)
- Annex 6 Appendix 4Form words substituted by S.I. 2019/645 reg. 332(3)(a)(iii)
- Annex 6 Appendix 4Form words substituted by S.I. 2019/645 reg. 332(3)(a)(v)
- Annex 6 Appendix 4Form words substituted by S.I. 2019/645 reg. 332(3)(b)(ii)
- Annex 6 Appendix 4Form words substituted by S.I. 2019/645 reg. 332(3)(b)(iii)
- Annex 6 Appendix 5Form words substituted by S.I. 2019/645 reg. 333(a)
- Annex 6 Appendix 5Form words substituted by S.I. 2019/645 reg. 333(b)
- Annex 6 Appendix 5Form words substituted by S.I. 2019/645 reg. 333(c)
- Annex 6 Appendix 5Form words substituted by S.I. 2019/645 reg. 333(e)
- Annex 6 Appendix 7Form words substituted by S.I. 2019/645 reg. 334(2)(a)
- Annex 6 Appendix 7Form words substituted by S.I. 2019/645 reg. 334(2)(b)
- Annex 6 Appendix 7Form words substituted by S.I. 2019/645 reg. 334(2)(c)
- Annex 6 Appendix 7Form words substituted by S.I. 2019/645 reg. 334(2)(e)
- Annex 6 Appendix 8Form words substituted by S.I. 2019/645 reg. 335(2)
- Annex 6 Appendix 8Form words substituted by S.I. 2019/645 reg. 335(3)
- Annex 6 Appendix 8Form words substituted by S.I. 2019/645 reg. 335(4)
- Annex 6 Appendix 8Form words substituted by S.I. 2019/645 reg. 335(8)
- Annex 7 point ORA.GEN.105 omitted by S.I. 2019/645 reg. 336(2)(a)
- Annex 7 point ORA.GEN.140(a)(b) omitted by S.I. 2019/645 reg. 336(2)(e)(ii)
- Annex 7 point ORA.GEN.155(b) omitted by S.I. 2019/645 reg. 336(2)(g)(iii)
- Annex 7 point ORA.GEN.155 word omitted by S.I. 2019/645 reg. 336(2)(g)(ii)
- Annex 7 point ORA.GEN.115 word substituted by S.I. 2019/645 reg. 336(2)(b)
- Annex 7 point ORA.GEN.120(a) word substituted by S.I. 2019/645 reg. 336(2)(c)(i)
- Annex 7 point ORA.GEN.120(b) word substituted by S.I. 2019/645 reg. 336(2)(c)(ii)
- Annex 7 point ORA.GEN.130 word substituted by S.I. 2019/645 reg. 336(2)(d)
- Annex 7 point ORA.GEN.135 word substituted by S.I. 2019/645 reg. 336(2)(d)
- Annex 7 point ORA.GEN.150 word substituted by S.I. 2019/645 reg. 336(2)(f)
- Annex 7 point ORA.GEN.155(a) word substituted by S.I. 2019/645 reg. 336(2)(g)(i)
- Annex 7 point ORA.GEN.160 word substituted by S.I. 2019/645 reg. 336(2)(h)
- Annex 7 point ORA.GEN.200 word substituted by S.I. 2019/645 reg. 336(2)(h)
- Annex 7 point ORA.GEN.205 word substituted by S.I. 2019/645 reg. 336(2)(h)
- Annex 7 point ORA.ATO.105 word substituted by S.I. 2019/645 reg. 336(3)(a)
- Annex 7 point ORA.ATO.135 word substituted by S.I. 2019/645 reg. 336(3)(a)
- Annex 7 point ORA.FSTD.100 word substituted by S.I. 2019/645 reg. 336(4)(a)
- Annex 7 point ORA.FSTD.110 word substituted by S.I. 2019/645 reg. 336(4)(a)
- Annex 7 point ORA.FSTD.120 word substituted by S.I. 2019/645 reg. 336(4)(a)
- Annex 7 point ORA.FSTD.200 word substituted by S.I. 2019/645 reg. 336(4)(a)
- Annex 7 point ORA.FSTD.205(a) word substituted by S.I. 2019/645 reg. 336(4)(b)
- Annex 7 point ORA.FSTD.210(a) word substituted by S.I. 2019/645 reg. 336(4)(c)
(i)
- Annex 7 point ORA.FSTD.210(a) word substituted by S.I. 2019/645 reg. 336(4)(c)
(ii)
- Annex 7 point ORA.FSTD.225-ORA.FSTD.235 word substituted by S.I. 2019/645
reg. 336(4)(d)
- Annex 7 point ORA.GEN.140 words substituted by S.I. 2019/645 reg. 336(2)(e)(i)
- Annex 7 point ORA.ATO.150 words substituted by S.I. 2019/645 reg. 336(3)(b)
- Annex 8 point DTO.GEN.105 omitted by S.I. 2019/645 reg. 337(2)

- Annex 8 point DTO.GEN.110-DTO.GEN.150 word substituted by [S.I. 2019/645 reg. 337\(3\)](#)
- Annex 8 point DTO.GEN.155(a) word substituted by [S.I. 2019/645 reg. 337\(4\)\(a\)](#)
- Annex 8 point DTO.GEN.155(b) word substituted by [S.I. 2019/645 reg. 337\(4\)\(b\)](#)
- Annex 8 point DTO.GEN.230 word substituted by [S.I. 2019/645 reg. 337\(5\)](#)
- Annex 8 point DTO.GEN.270 word substituted by [S.I. 2019/645 reg. 337\(5\)](#)
- Appendix 10 inserted by [S.I. 2021/1203 reg. 4\(23\)](#)
- Art. 11(2)(a) word substituted by [S.I. 2019/645 reg. 303](#) (This amendment not applied to legislation.gov.uk. Regs. 300-303 omitted immediately before IP completion day by virtue of S.I. 2020/1116, regs. 1(3), 31)