



Easy Access Rules for Declared Training Organisations (Part-DTO)

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Published June 2020¹

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NOTE FROM THE EDITOR

The content of this document is arranged as follows: the cover regulation (recitals and articles) with the implementing rule (IR) or delegated act (DA) points, as regulation, appear first, followed by the related acceptable means of compliance (AMC) and guidance material (GM) paragraph(s).

All elements (i.e. cover regulation, regulation, AMC, and GM) are colour-coded and can be identified according to the illustration below. The Commission regulation or EASA Executive Director (ED) decision through which the point or paragraph was introduced or last amended is indicated below the point or paragraph title(s) *in italics*.

<u>Cover regulation article</u>	
	<i>Commission regulation</i>
Regulation	<i>Commission regulation</i>
Acceptable means of compliance	<i>ED decision</i>
Guidance material	<i>ED decision</i>

This document will be updated regularly to incorporate further amendments.

The format of this document has been adjusted to make it user-friendly and for reference purposes. Any comments should be sent to erules@easa.europa.eu.

INCORPORATED AMENDMENTS

COMMISSION REGULATIONS

Incorporated Commission Regulation	Affected Part	Applicability date ¹
Regulation (EU) No 1178/2011	N/A	8/4/2012*
Regulation (EU) No 290/2012	N/A	8/4/2012*
Regulation (EU) No 70/2014	N/A	17/2/2014
Regulation (EU) No 245/2014	N/A	3/4/2014
Regulation (EU) 2015/445	N/A	8/4/2015*
Regulation (EU) 2016/539	N/A	8/4/2016*
Regulation (EU) 2018/1065	N/A	19/8/2018
Regulation (EU) 2018/1119	Annex VIII (Part-DTO)	2/9/2018
Regulation (EU) 2018/1974	N/A	20/12/2019*
Regulation (EU) 2019/27	N/A	30/1/2019
Regulation (EU) 2019/430	N/A	11/4/2019
Regulation (EU) 2019/1747	Annex VIII (Part-DTO)	11/11/2019*
Regulation (EU) 2020/359	Annex VIII (Part-DTO)	8/4/2020*
Regulation (EU) 2020/723	N/A	22/6/2020

* Refer to Article 12 of the cover regulation.

AMC/GM TO IRs (ED DECISIONS)

Incorporated ED Decision	AMC/GM Issue No, Amendment No	Applicability date ¹
ED Decision 2018/009/R	Initial issue to Annex VIII (Part-DTO)	15/9/2018
ED Decision 2020/005/R	Amendment 1 to Annex VIII (Part-DTO)	19/3/2020

Note: To access the official versions, please click on the hyperlinks provided above.

¹ This is the earliest date of application (i.e. the date from which an act or a provision in an act produces its full legal effects) as defined in the relevant cover regulation article. Some provisions of the regulations though may be applicable at a later date (deferred applicability). Besides, there may be some opt-outs (derogations from certain provisions) notified by the Member States.

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COVER REGULATION

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

Regulation (EU) No 1178/2011

THE EUROPEAN COMMISSION,

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

Having regard to Regulation (EC) No 216/2008 of the European Parliament and of the Council of 20 February 2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, and repealing Council Directive 91/670/EEC, Regulation (EC) No 1592/2002 and Directive 2004/36/EC¹, and in particular Articles 7(6), 8(5) and 10(5) thereof,

Whereas:

- (1) Regulation (EC) No 216/2008 aims at establishing and maintaining a high uniform level of civil aviation safety in Europe. That Regulation provides for the means of achieving that objective and other objectives in the field of civil aviation safety.
- (2) Pilots involved in the operation of certain aircraft, as well as flight simulation training devices, persons and organisations involved in training, testing or checking of those pilots, have to comply with the relevant essential requirements set out in Annex III to Regulation (EC) No 216/2008. According to that Regulation pilots as well as persons and organisations involved in their training should be certified once they have been found to comply with essential requirements.
- (3) Similarly, pilots should be issued with a medical certificate and aero-medical examiners, responsible for assessing the medical fitness of pilots, should be certified once they have been found to comply with the relevant essential requirements. However, Regulation (EC) No 216/2008 envisages the possibility of general medical practitioners to act as aero-medical examiners under certain conditions and if permitted under national law.
- (4) Cabin crew involved in the operation of certain aircraft have to comply with the relevant essential requirements set out in Annex IV to Regulation (EC) No 216/2008. According to that Regulation, cabin crew should be periodically assessed for medical fitness to safely exercise their assigned safety duties. Compliance must be shown by an appropriate assessment based on aero-medical best practice.
- (5) Regulation (EC) No 216/2008 requires the Commission to adopt the necessary implementing rules for establishing the conditions for certifying pilots as well as persons involved in their training, testing or checking, for the attestation of cabin crew members and for the assessment of their medical fitness.
- (6) The requirements and procedures for the conversion of national pilot licences and national flight engineer licences into pilot licences should be laid down, to ensure that they are allowed

¹ OJ L 79, 19.3.2008, p. 1.

to perform their activities under harmonised conditions; flight test qualifications should also be converted in accordance with this Regulation.

- (7) It should be possible for Member States to accept licences issued by third countries where a level of safety equivalent to that specified by Regulation (EC) No 216/2008 can be guaranteed; Conditions for the acceptance of licences issued by third countries should be laid down.
- (8) In order to ensure that training commenced before the application of this Regulation may be taken into account for the purposes of obtaining pilots' licences, the conditions for recognising training already completed should be laid down; the conditions for recognising military licences should also be laid down.
- (9) It is necessary to provide sufficient time for the aeronautical industry and Member State administrations to adapt to the new regulatory framework, to allow Member States the time to issue specific types of pilot licences and medical certificates not covered by the 'JAR', and to recognise under certain conditions the validity of licences and certificates issued, as well as aero-medical assessment performed, before this Regulation applies.
- (10) Council Directive 91/670/EEC of 16 December 1991 on mutual acceptance of personnel licences for the exercise of functions in civil aviation¹ is repealed in accordance with Article 69(2) of Regulation (EC) No 216/2008. The measures adopted by this Regulation are to be regarded as the corresponding measures.
- (11) In order to ensure a smooth transition and a high uniform level of civil aviation safety in the Union, implementing measures should reflect the state of the art, including best practices, and scientific and technical progress in the field of pilot training and aircrew aero- medical fitness. Accordingly, technical requirements and administrative procedures agreed by the International Civil Aviation Organisation (ICAO) and the Joint Aviation Authorities until 30 June 2009 as well as existing legislation pertaining to a specific national environment, should be considered.
- (12) The Agency prepared draft implementing rules and submitted them as an opinion to the Commission in accordance with Article 19(1) of Regulation (EC) No 216/2008.
- (13) The measures provided for in this Regulation are in accordance with the opinion of the Committee established by Article 65 of Regulation (EC) No 216/2008,

HAS ADOPTED THIS REGULATION:

Article 1 - Subject matter

Regulation (EU) 2020/359

1. This Regulation lays down detailed rules for:
 - (a) different ratings for pilot licences, the conditions for issuing, maintaining, amending, limiting, suspending or revoking pilot licences, the privileges and responsibilities of the holders of pilot licences, as well as the conditions for the conversion of existing national pilot licences and of national flight engineer licences into pilot licences;
 - (b) the certification of persons who are responsible for providing flight training or flight simulation training and for assessing pilots' skills;
 - (c) different medical certificates for pilots, the conditions for issuing, maintaining, amending, limiting, suspending or revoking medical certificates, the privileges and responsibilities of

¹ OJ L 373, 31.12.1991, p. 21.

- the holders of medical certificates as well as the conditions for the conversion of national medical certificates into mutually recognised medical certificates;
- (d) the certification of aero-medical examiners, as well as the conditions under which general medical practitioners may act as aero-medical examiners;
 - (e) the periodical aero-medical assessment of cabin crew members, as well as the qualification of persons responsible for this assessment;
 - (f) the conditions for issuing, maintaining, amending, limiting, suspending or revoking cabin crew attestations, as well as the privileges and responsibilities of the holders of cabin crew attestations;
 - (g) the conditions for issuing, maintaining, amending, limiting, suspending or revoking certificates of pilot training organisations and of aero-medical centres involved in the qualification and aero-medical assessment of civil aviation aircrew;
 - (h) the requirements for the certification of flight simulation training devices and for organisations that operate and use those devices;
 - (i) the requirements for the administration and management system to be fulfilled by the Member States, the European Union Aviation Safety Agency ('EASA') and organisations in relation to the rules referred to in points (a) to (h).
2. Articles 11b and 11c of this Regulation as well as Annex IV (Part-MED), Annex VI (Part-ARA), Annex VII (Part-ORA) and Annex VIII (Part-DTO) to this Regulation shall apply to pilot licences for balloons and sailplanes.

Article 2 - Definitions

Regulation (EU) 2020/359

For the purposes of this Regulation, the following definitions shall apply:

- (1) 'Part-FCL licence' means a flight crew licence which complies with the requirements of Annex I;
- (2) 'JAR' means joint aviation requirements adopted by the Joint Aviation Authorities as applicable on 30 June 2009;
- (3) 'Light aircraft pilot licence (LAPL)' means the leisure pilot licence referred to in [Article 7](#) of Regulation (EC) No 216/2008;
- (5) 'Non-JAR-compliant licence' means the pilot licence issued or recognised by a Member State in accordance with national legislation and not having been recommended for mutual recognition in relation to the relevant JAR;
- (6) 'Credit' means the recognition of prior experience or qualifications;
- (7) 'Credit report' means a report on the basis of which prior experience or qualifications may be recognised;
- (8) 'Conversion report' means a report on the basis of which a licence may be converted into a Part-FCL licence;
- (11) 'Cabin crew member' means an appropriately qualified crew member, other than a flight crew or technical crew member, who is assigned by an operator to perform duties related to the safety of passengers and flight during operations;
- (12) 'Aircrew' means flight crew and cabin crew;

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- (14) “acceptable means of compliance (AMC)” means non-binding standards adopted by the Agency to illustrate means to establish compliance with Regulation (EC) No 216/2008 and its implementing rules;
- (15) “alternative means of compliance (AltMoC)” means those means that propose an alternative to an existing AMC or those that propose new means to establish compliance with Regulation (EC) No 216/2008 and its implementing rules for which no associated AMC have been adopted by the Agency;
- (16) “approved training organisation (ATO)” means an organisation which is entitled to provide training to pilots on the basis of an approval issued in accordance with the first subparagraph of Article 10a(1);
- (17) “basic instrument training device (BITD)” means a ground-based training device for the training of pilots representing the student pilot’s station of a class of aeroplanes, which may use screen-based instrument panels and spring-loaded flight controls, and providing a training platform for at least the procedural aspects of instrument flight;
- (18) “certification specifications (CS)” mean technical standards adopted by the Agency indicating means to be used by an organisation for the purpose of certification;
- (19) “flight instructor (FI)” means an instructor with the privileges to provide training in an aircraft in accordance with Subpart J of Annex I (Part-FCL) to this Regulation, Subpart FI of Annex III (Part-BFCL) to Regulation (EU) 2018/395¹, or Subpart FI of Annex III (Part-SFCL) to Implementing Regulation (EU) 2018/1976²;
- (20) “flight simulation training device (FSTD)” means a device for the training of pilots which is:
- (a) in the case of aeroplanes, a full flight simulator (FFS), a flight training device (FTD), a flight and navigation procedures trainer (FNPT) or a basic instrument training device (BITD);
 - (b) in the case of helicopters, a full flight simulator (FFS), a flight training device (FTD) or a flight and navigation procedures trainer (FNPT);
- (21) “FSTD qualification” means the level of technical ability of an FSTD as specified in the certification specifications relating to the FSTD in question;
- (22) “principal place of business” of an organisation means the head office or registered office of the organisation within which the principal financial functions and operational control of the activities referred to in this Regulation are exercised;
- (22a) “ARO.RAMP” means the Subpart RAMP of Annex II to the Regulation on Air Operations;
- (22b) “Automatically validated” means the acceptance, without formalities, by an ICAO contracting State listed in the ICAO attachment of a flight crew licence issued by a State in accordance with Annex 1 to the Chicago Convention;
- (22c) “ICAO attachment” means an attachment to an automatically validated flight crew licence issued in accordance with Annex 1 to the Chicago Convention, which is mentioned under item XIII of the flight crew licence;

¹ Commission Regulation (EU) 2018/395 of 13 March 2018 laying down detailed rules for the operation of balloons pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 71, 14.3.2018, p. 10).

² Commission Implementing Regulation (EU) 2018/1976 of 14 December 2018 laying down detailed rules for the operation of sailplanes pursuant to Regulation (EU) 2018/1139 of the European Parliament and of the Council (OJ L 326, 20.12.2018, p. 64).

- (23) “qualification test guide (QTG)” means a document established to demonstrate that the performance and handling qualities of an FSTD represent those of the aircraft, class of aeroplane or type of helicopter, simulated within prescribed limits and that all applicable requirements have been met. The QTG includes both the data of the aircraft, class of aeroplane or type of helicopter and FSTD data used to support the validation;
- (24) “declared training organisation (DTO)” means an organisation which is entitled to provide training to pilots on the basis of a declaration made in accordance with the second subparagraph of Article 10a(1);
- (25) “DTO training programme” means a document established by a DTO, describing in detail the training course provided by that DTO.

GM1 Article 2 Definitions

ED Decision 2018/009/R

Following is a list of acronyms that are used throughout the AMC/GM to Regulation (EU) No 1178/2011:

(A)	aeroplane
(H)	helicopter
A/C	aircraft
ACAS	airborne collision avoidance system
AeMC	aero-medical centre
ALARP	as low as reasonably practicable
AMC	acceptable means of compliance
AME	aero-medical examiner
APU	auxiliary power unit
ARA	authority requirements for aircrew
ATO	approved training organisation
ATPL	airline transport pilot licence
BITD	basic instrument training device
bpm	beats per minute
CAT	category
CC	cabin crew
cm	centimetre
CPL	commercial pilot licence
CS	certification specification
CS-FSTD(A)	Certification Specifications for Aeroplane Flight Simulation Training Devices
CS-FSTD(H)	Certification Specifications for Helicopter Flight Simulation Training Devices
dB	decibel
DH	decision height
DPATO	defined point after take-off
DPBL	decision point before landing
EC	European Community
ECG	electrocardiogram
ENT	ear, nose and throat
EOG	electro-oculography
ETOPS	extended range operations with twin-engined aeroplanes
EU	European Union
FANS	future air navigation system
FD	flight director
FEV1	forced expiratory volume in 1 second
FFS	full flight simulator
FMECA	failure mode, effects and criticality analysis

FMGC	flight management and guidance computer
FMS	flight management systemFNPT flight navigation and procedures trainer
FSTD	flight simulation training device
FTD	flight training device
FTE	full-time equivalent
ft	foot; feet
FVC	forced vital capacity
GM	guidance material
GPS	global positioning system
HF	human factors
Hg	mercury
HUD/HUGS	head-up display/head-up guidance system
Hz	Herz
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
IGE	in ground effect
ILS	instrument landing system
IOS	instructor operating station
IR	implementing rule
IR	instrument rating
kg	kilogram
LDP	landing decision point
LVTO	low-visibility take-off
m	metre
mm	millimetre
OGE	out of ground effect
ORA	organisation requirements for aircrew
ORO	organisation requirements for air operations
OSD	operational suitability data
QTG	qualification test guide
POM	proof of match
ROD	rate of descent
RVR	runway visual range
TDP	take-off decision point
VDR	validation data roadmap

Article 3 - Pilot licensing and medical certification

Regulation (EU) No 245/2014

1. Without prejudice to [Article 8](#) of this Regulation, pilots of aircraft referred to in Article 4(1)(b) and (c) and Article 4(5) of Regulation (EC) No 216/2008 shall comply with the technical requirements and administrative procedures laid down in Annex I and Annex IV to this Regulation.
2. Notwithstanding the privileges of the holders of licences as defined in Annex I to this Regulation, holders of pilot licences issued in accordance with Subpart B or C of Annex I to this Regulation may carry out flights referred to in Article 6(4a) of Regulation (EU) No 965/2012. This is without prejudice to compliance with any additional requirements for the carriage of passengers or the development of commercial operations defined in Subparts B or C of Annex I to this Regulation.

Article 4 - Existing national pilots' licences

Regulation (EU) 2020/359

1. [Deleted]
2. Non-JAR-compliant licences including any associated ratings, certificates, authorisations and/or qualifications issued or recognised by a Member State before the applicability of this Regulation shall be converted into Part-FCL licences by the Member State that issued the licence.
3. Non-JAR-compliant licences shall be converted into Part-FCL licences and associated ratings or certificates in accordance with:
 - (a) the provisions of Annex II; or
 - (b) the elements laid down in a conversion report.
4. The conversion report shall:
 - (a) be established by the Member State that issued the pilot licence in consultation with the European Aviation Safety Agency (the Agency);
 - (b) describe the national requirements on the basis of which the pilot licences were issued;
 - (c) describe the scope of the privileges that were given to the pilots;
 - (d) indicate for which requirements in Annex I credit is to be given;
 - (e) indicate any limitations that need to be included on the Part-FCL licences and any requirements the pilot has to comply with in order to remove those limitations.
5. The conversion report shall include copies of all documents necessary to demonstrate the elements set out in points (a) to (e) of paragraph 4, including copies of the relevant national requirements and procedures. When developing the conversion report, Member States shall aim at allowing pilots to, as far as possible, maintain their current scope of activities.
6. Notwithstanding paragraph 3, holders of a class rating instructor certificate or an examiner certificate who have privileges for single-pilot high performance complex aircraft shall have those privileges converted into a type rating instructor certificate or an examiner certificate for single-pilot aeroplanes.
7. A Member State may authorise student pilots who follow a LAPL training course to exercise limited privileges without supervision before they meet all the requirements necessary for the issuance of a LAPL, subject to the following conditions:
 - (a) the scope of the privileges shall be based on a safety risk assessment carried out by the Member State, taking into account the extent of training necessary for the intended level of pilot competence to be achieved;
 - (b) the privileges shall be limited to the following:
 - (i) the whole or part of the national territory of the authorising Member State;
 - (ii) aircraft registered in the authorising Member State;
 - (iii) aeroplanes and helicopters, both as single-engine piston aircraft with a maximum take-off mass not exceeding 2000 kg, sailplanes and balloons;
 - (c) for training conducted under the authorisation, the holder of such an authorisation who applies for the issuance of a LAPL shall receive credits that are determined by the Member State on the basis of a recommendation from an ATO or a DTO;

- (d) the Member State shall submit periodical reports and safety risk assessments to the Commission and to the Agency every 3 years;
 - (e) the Member States shall monitor the use of authorisations issued under this paragraph to ensure an acceptable level of aviation safety and take appropriate action in case of identifying an increased safety risk or any other safety concerns.
8. Until 8 September 2021, a Member State may issue an authorisation to a pilot to exercise specified limited privileges to fly aeroplanes under instrument flight rules before the pilot complies with all of the requirements necessary for the issue of an instrument rating in accordance with this Regulation, subject to the following conditions:
- (a) the Member State shall only issue these authorisations when justified by a specific local need which cannot be met by the ratings established under this Regulation;
 - (b) the scope of the privileges granted by the authorisation shall be based on a safety risk assessment carried out by the Member State, taking into account the extent of training necessary for the intended level of pilot competence to be achieved;
 - (c) the privileges of the authorisation shall be limited to the airspace of the Member State's national territory or parts of it;
 - (d) the authorisation shall be issued to applicants having completed appropriate training with qualified instructors and demonstrated the required competencies to a qualified examiner, as determined by the Member State;
 - (e) the Member State shall inform the Commission, EASA and the other Member States of the specificities of this authorisation, including its justification and safety risk assessment.
 - (f) the Member State shall monitor the activities associated with the authorisation to ensure an acceptable level of safety and take appropriate action in case of identifying an increased risk or any safety concerns;
 - (g) the Member State shall carry out a review of the safety aspects of the implementation of the authorisation and submit a report to the Commission by 8 April 2017 at the latest.
9. For licences issued before 19 August 2018, Member States shall comply with the requirements laid down in the second paragraph of point (a) of ARA.FCL.200 as amended by Commission Regulation (EU) 2018/1065¹ by 31 December 2022 at the latest.

Article 4a - Performance-based navigation instrument rating privileges

Regulation (EU) 2016/539

1. Pilots may only fly in accordance with performance-based navigation ("PBN") procedures after they have been granted PBN privileges as an endorsement to their instrument rating ("IR").
2. A pilot shall be granted PBN privileges where he or she fulfils all of the following requirements:
 - (a) the pilot has successfully completed a course of theoretical knowledge including PBN, in accordance with FCL.615 of Annex I (Part-FCL);
 - (b) the pilot has successfully completed flying training including PBN, in accordance with FCL.615 of Annex I (Part-FCL);

¹ Commission Regulation (EU) 2018/1065 of 27 July 2018 amending Regulation (EU) No 1178/2011 as regards the automatic validation of Union flight crew licences and take-off and landing training (OJ L 192, 30.7.2018, p. 31).

- (c) the pilot has successfully completed either a skill test in accordance with Appendix 7 to Annex I (Part-FCL) or a skill test or a proficiency check in accordance with Appendix 9 of Annex I (Part-FCL).
- 3. The requirements of paragraph 2(a) and (b) shall be deemed to have been fulfilled where the competent authority considers that the competence acquired, either through training or from familiarity with PBN operations, is equivalent to the competence acquired through the courses referred to in paragraph 2(a) and (b) and the pilot demonstrates such competence to the satisfaction of the examiner at the proficiency check or skill test referred to in paragraph 2(c).
- 4. A record of the successful demonstration of competency in PBN shall, upon completion of the skill test or the proficiency check referred to in paragraph 2(c), be entered in the pilot's logbook or equivalent record and signed by the examiner who conducted the test or check.
- 5. IR pilots without PBN privileges may only fly on routes and approaches that do not require PBN privileges and no PBN items shall be required for the renewal of their IR, until 25 August 2020; after that date, PBN privileges shall be required for every IR.

Article 4b - Upset prevention and recovery training

Regulation (EU) 2018/1974

- 1. Upset prevention and recovery training shall become a mandatory part of a training course for a multi-crew pilot licence (MPL), an integrated training course for airline transport pilots for aeroplanes (ATP(A)), a training course for a commercial pilot licence for aeroplanes (CPL(A)) and training courses for a class or type rating for:
 - (a) single-pilot aeroplanes operated in multi-pilot operations;
 - (b) single-pilot non-high-performance complex aeroplanes;
 - (c) single-pilot high-performance complex aeroplanes; or
 - (d) multi-pilot aeroplanes;in accordance with Annex I (Part-FCL).
- 2. For training courses referred to in paragraph 1 that commence before 20 December 2019 at an approved training organisation (ATO), upset prevention and recovery training shall not be mandatory provided that:
 - (a) CPL(A), ATP(A) or MPL training course is otherwise completed in accordance with Annex I (Part-FCL) and the skill test is completed in compliance with points FCL.320 (CPL), FCL.620 (IR) or FCL.415.A (MPL) of Annex I (Part-FCL) by 20 December 2021 at the latest; or
 - (b) class or type rating training course for the aeroplanes is otherwise completed in accordance with Annex I (Part-FCL) and the skill test is completed in compliance with the second subparagraph of paragraph (c) of point FCL.725 of Annex I (Part-FCL) to this Regulation by 20 December 2021 at the latest.

For the purpose of paragraph 1, the competent authority may on its own assessment and pursuant to a recommendation from an ATO give credit for any upset prevention and recovery training completed before 20 December 2019 under national training requirements.

Article 4c - Transitional measures for holders of an en route instrument rating

Regulation (EU) 2020/359

1. Up to and including 8 September 2022, holders of an en route instrument rating ('EIR') set out in point [FCL.825](#) of Annex I (Part-FCL) shall:
 - (a) be entitled to continue to exercise the privileges of their EIR;
 - (b) receive revalidation or renewal of their EIR, in accordance with point FCL.825(g) of Commission Delegated Regulation (EU)¹;
 - (c) be entitled to receive full credit towards the training requirements in point FCL.835(c)(2)(i) and (ii) of Annex I (Part-FCL), when applying for the issue of a basic instrument rating (BIR) in accordance with point [FCL.835](#) of Annex I (Part-FCL); and
 - (d) receive full credit as established for EIR holders in Annex I (Part-FCL).
2. As from 8 September 2021, training courses for an EIR referred to in paragraph 1, that have commenced prior to that date, can be continued and shall be regarded as training courses for a BIR. Based on an assessment of the applicant, the approved training organisation responsible for the BIR training course shall determine the amount of EIR training to be credited towards the issue of the BIR.
3. Applicants for a BIR who hold an EIR or have passed the theoretical knowledge examination for an EIR in accordance with point [FCL.825\(d\)](#) prior to 8 September 2021 shall receive full credit towards the requirements for the theoretical knowledge instruction and examination for the BIR.

Article 5

Regulation (EU) 2019/1747

[Deleted]

Article 6 - Conversion of flight test qualifications

Regulation (EU) No 1178/2011

1. Pilots who before this Regulation applies conducted category 1 and 2 flight tests as defined in the Annex to Commission Regulation (EC) No 1702/2003², or who provided instruction to flight test pilots, shall have their flight test qualifications converted into flight test ratings in accordance with Annex I to this Regulation and, where applicable, flight test instructor certificates by the Member State that issued the flight test qualifications.
2. This conversion shall be carried out in accordance with the elements established in a conversion report that complies with the requirements set out in [Article 4](#)(4) and (5).

Article 7 - Existing national flight engineers' licences

Regulation (EU) No 1178/2011

1. In order to convert flight engineer licences, issued in accordance with Annex 1 to the Chicago Convention, into Part-FCL licences, holders shall apply to the Member State that issued the licences.

¹ Commission Delegated Regulation (EU) of 4 March 2020 (not yet published in the Official Journal).

² OJ L 243, 27.9.2003, p. 6.

2. Flight engineer licences shall be converted into Part-FCL licences in accordance with a conversion report that complies with the requirements set out in [Article 4](#)(4) and (5).
3. When applying for the airline transport pilot licence (ATPL) for aeroplanes, the provisions on credit in FCL.510.A(c)(2) of Annex I shall be complied with.

Article 8

Regulation (EU) 2020/723

[Deleted by [Commission Delegated Regulation \(EU\) 2020/723](#)]

Article 9 - Credit for training commenced prior to the application of this Regulation

Regulation (EU) 2019/1747

1. In respect of issuing Part-FCL licences in accordance with Annex I, training commenced prior to the application of this Regulation in accordance with the JARs and procedures, under the regulatory oversight of a Member State recommended for mutual recognition within the Joint Aviation Authorities' system in relation to the relevant JARs, shall be given full credit provided that the training and testing were completed by 8 April 2016 at the latest and a Part-FCL licence is issued by 1 April 2020 at the latest.
2. Training commenced prior to the application of this Regulation in accordance with Annex 1 to the Chicago Convention shall be given credit for the purposes of issuing Part-FCL licences on the basis of a credit report established by the Member State in consultation with the Agency.
3. The credit report shall describe the scope of the training, indicate for which requirements of Part-FCL licences credit is given and, if applicable, which requirements applicants need to comply with in order to be issued with Part-FCL licences. It shall include copies of all documents necessary to demonstrate the scope of the training and of the national regulations and procedures in accordance with which the training was commenced.

Article 9a - Type rating training and operational suitability data

Regulation (EU) No 70/2014

1. Where the Annexes to this Regulation make reference to the operational suitability data established in accordance with Regulation (EU) No 748/2012, and that data is not available for the relevant type aircraft, the applicant for a type rating training course shall comply with the provisions of the Annexes of Regulation (EU) No 1178/2011 only.
2. Type rating training courses approved before the approval of the minimum syllabus of pilot type rating training in the operational suitability data for the relevant type of aircraft in accordance with Regulation (EU) No 748/2012 shall include the mandatory training elements not later than 18 December 2017 or within two years after the operational suitability data was approved, whichever is the latest.

Article 10 - Credit for pilot licences obtained during military service

Regulation (EU) No 1178/2011

1. In order for holders of military flight crew licences to obtain Part-FCL licences, they shall apply to the Member State where they served.
2. The knowledge, experience and skill gained in military service shall be given credit for the purposes of the relevant requirements of Annex I in accordance with the elements of a credit report established by the Member State in consultation with the Agency.

3. The credit report shall:
- (a) describe the national requirements on the basis of which the military licences, ratings, certificates, authorisations and/or qualifications were issued;
 - (b) describe the scope of the privileges that were given to the pilots;
 - (c) indicate for which requirements of Annex I credit is to be given;
 - (d) indicate any limitations that need to be included on the Part-FCL licences and indicate any requirements pilots have to comply with to remove those limitations;
 - (e) include copies of all documents necessary to demonstrate the elements above, accompanied by copies of the relevant national requirements and procedures.

Article 10a - Pilot training organisations

Regulation (EU) 2019/1747

1. Organisations shall, in accordance with Article 24(2) of Regulation (EU) 2018/1139, be entitled to provide training to pilots involved in the operation of aircraft referred to in points (b)(i) and (ii) of Article (2)(1) of Regulation (EU) 2018/1139 only where those organisations have been issued by the competent authority with an approval confirming that they comply with the essential requirements set out in Annex IV to Regulation (EU) 2018/1139 and with the requirements of Annex VII to this Regulation.

However, having regard to Article 24(6) of Regulation (EU) 2018/1139, organisations having their principal place of business in a Member State shall be entitled to provide the training referred to in point DTO.GEN.110 of Annex VIII to this Regulation without such approval inside the territory for which Member States are responsible under the Chicago Convention where they have made a declaration to the competent authority in accordance with the requirements laid down in point DTO.GEN.115 of that Annex and, where so required pursuant to point DTO.GEN.230(c) of that Annex, the competent authority has approved the training programme.

- 2. [deleted]
- 3. [deleted]
- 4. [deleted]
- 5. Pilot training organisations shall ensure that the IR training course they offer include training for PBN privileges compliant with the requirements of Annex I (Part-FCL) by 25 August 2020 at the latest.

Article 10b - Flight simulation training devices

Regulation (EU) 2019/1747

1. Flight simulation training devices (FSTDs) used for pilot training, testing and checking, with the exception of developmental training devices used for flight test training, shall comply with the technical requirements and administrative procedures laid down in Annexes VI and VII and shall be qualified.

Article 10c - Aero-medical centres

Regulation (EU) 2019/1747

1. Aero-medical centres shall comply with the technical requirements and administrative procedures laid down in Annexes VI and VII and shall be certified.

Article 11 - Cabin crew medical fitness

Regulation (EU) 2019/1747

1. Cabin crew members involved in the operation of aircraft referred to in Article 4(1)(b) and (c) of Regulation (EC) No 216/2008 shall comply with the technical requirements and administrative procedures laid down in Annex IV.

Article 11a - Cabin crew qualifications and related attestations

Regulation (EU) 2019/1747

1. Cabin crew members involved in commercial operation of aircraft referred to in Article 4(1)(b) and (c) of Regulation (EC) No 216/2008 shall be qualified and hold the related attestation in accordance with the technical requirements and administrative procedures laid down in Annexes V and VI.
2. [deleted]
3. [deleted]
4. Cabin crew members involved in commercial operations of helicopters on the date of application of this Regulation:
 - (a) shall be deemed to be compliant with the initial training requirements of Annex V if they comply with the applicable training, checking and recency provisions of the JARs for commercial air transportation by helicopters; or
 - (b) if they do not comply with the applicable training, checking and recency requirements of the JARs for commercial air transportation by helicopters, they shall complete all relevant training and checking required to operate on helicopter(s), except the initial training, before being deemed to be compliant with this Regulation; or
 - (c) if they have not operated in commercial operations by helicopters for more than 5 years, they shall complete the initial training course and shall pass the related examination as required in Annex V before being deemed to be compliant with this Regulation.
5. Without prejudice to [Article 2](#), cabin crew attestations complying with the format laid down in Annex VI shall be issued to all cabin crew members involved in commercial operations by helicopters by 8 April 2013 at the latest.

Article 11b - Oversight capabilities

Regulation (EU) No 290/2012

1. Member States shall designate one or more entities as the competent authority within that Member State with the necessary powers and allocated responsibilities for the certification and oversight of persons and organisations subject to Regulation (EC) No 216/2008 and its implementing rules.
2. If a Member State designates more than one entity as competent authority:
 - (a) the areas of competence of each competent authority shall be clearly defined in terms of responsibilities and geographic limitation;
 - (b) coordination shall be established between those entities to ensure effective oversight of all organisations and persons subject to Regulation (EC) No 216/2008 and its implementing rules within their respective remits.

3. Member States shall ensure that the competent authority(ies) has/have the necessary capability to ensure the oversight of all persons and organisations covered by their oversight programme, including sufficient resources to fulfil the requirements of this Regulation.
4. Member States shall ensure that competent authority personnel do not perform oversight activities when there is evidence that this could result directly or indirectly in a conflict of interest, in particular when relating to family or financial interest.
5. Personnel authorised by the competent authority to carry out certification and/or oversight tasks shall be empowered to perform at least the following tasks:
 - (a) examine the records, data, procedures and any other material relevant to the execution of the certification and/or oversight task;
 - (b) take copies of or extracts from such records, data, procedures and other material;
 - (c) ask for an oral explanation on site;
 - (d) enter relevant premises, operating sites or means of transport;
 - (e) perform audits, investigations, assessments and inspections, including ramp inspections and unannounced inspections; and
 - (f) take or initiate enforcement measures as appropriate.
6. The tasks under paragraph 5 shall be carried out in compliance with the legal provisions of the relevant Member State.

Article 11c - Transitional measures

Regulation (EU) 2020/359

Member States shall:

- (a) by 8 April 2021 at the latest, transfer to EASA all records related to the oversight of organisations that provide training for pilot licences in accordance with Regulation (EU) 2018/395 and Implementing Regulation (EU) 2018/1976 and for which EASA is the competent authority in accordance with Article 78 of Regulation (EU) 2018/1139 of the European Parliament and of the Council¹;
- (b) in coordination with EASA, conclude, certification processes initiated before 8 April 2020 and issue the certificate following which EASA assumes all its responsibilities as a competent authority for those certified organisations.

¹ Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91 (OJ L 212, 22.8.2018, p. 1).

Article 12 - Entry into force and application (of the Commission Regulation 1178/2011)

Regulation (EU) 2020/359

1. This Regulation shall enter into force on the 20th day following its publication in the Official Journal of the European Union.
It shall apply from 8 April 2012.
2. [deleted]
3. [deleted]
4. By way of derogation from paragraph 1, Member States may decide not to apply the provisions of this Regulation until 20 June 2021, to pilots holding a licence and associated medical certificate issued by a third country involved in the non-commercial operation of aircraft as specified in Article 2(1)(b), points (i) or (ii), of Regulation (EU) 2018/1139. Member States shall make those decisions publicly available.
5. [deleted]
6. [deleted]
7. When a Member State makes use of the requirements of paragraphs 2a and 4, it shall notify the Commission and the Agency. This notification shall describe the reasons for such derogation as well as the programme for implementation containing actions envisaged and related timing.
8. By way of derogation from paragraph 1, point [FCL.315.A](#), the second sentence of paragraph (a) of point [FCL.410.A](#) and paragraph (c) of point [FCL.725.A](#) of Annex I (Part-FCL) shall apply from 20 December 2019.

COMMISSION REGULATION (EU) 2018/1119 OF 31 JULY 2018

Regulation (EU) 2018/1119

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

COMMISSION IMPLEMENTING REGULATION (EU) 2019/1747 OF 15 OCTOBER 2019

Regulation (EU) 2019/1747

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

However points (57), (58), (59) and (66) of the Annex to this Regulation shall apply from 21 December 2019.

COMMISSION IMPLEMENTING REGULATION (EU) 2020/359 OF 4 MARCH 2020

Regulation (EU) 2020/359

1. This Regulation shall enter into force on the twentieth day following that of its publication in *the Official Journal of the European Union*.
2. This Regulation shall apply from 8 April 2020.
3. By way of derogation from paragraph 2, the following provisions shall apply from 8 September 2021:
 - (a) points (1)(e), (4)(b), (5) to (7), (32), (34), (36)(d), (40)(a), (41); (42), (44), (46) to (48), (52)(f), (53)(a) to (53)(c) (53) (e), (53)(f), (54), (55), (56)(a) to (56)(c) and (57) of Annex I;
 - (b) point (b) of Annex II;
 - (c) point (10)(d)(ii) of Annex III.
4. By way of derogation from paragraph 2, Article 1 point (7) and points (49), (53)(d), (58)(b), (58)(d) and (58)(e) of Annex I shall apply from the day of entry into force of this Regulation.

Regulation (EU) No 1178/2011

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

Done at Brussels, 3 November 2011.

For the Commission

The President

José Manuel BARROSO

ANNEX VIII (PART-DTO)

DTO.GEN.100 General

Regulation (EU) 2018/1119

In accordance with the second subparagraph of Article 10a(1), this Annex (Part-DTO) sets out the requirements applicable to pilot training organisations providing the training referred to in point [DTO.GEN.110](#) on the basis of a declaration made in accordance with point [DTO.GEN.115](#).

DTO.GEN.105 Competent authority

Regulation (EU) 2018/1119

For the purpose of this Annex (Part-DTO), the competent authority in respect of a DTO shall be the authority designated by the Member State on the territory of which the DTO has its principal place of business.

DTO.GEN.110 Scope of the training

Regulation (EU) 2020/359

- (a) A DTO shall be entitled to provide the following training, provided that the DTO has submitted a declaration in accordance with point [DTO.GEN.115](#):
- (1) for aeroplanes:
 - (a) theoretical knowledge instruction for LAPL(A) and PPL(A);
 - (b) flight instruction for LAPL(A) and PPL(A);
 - (c) training towards class rating for SEP(land), SEP(sea) and TMG;
 - (d) training towards additional ratings: night, aerobatics, mountain, sailplane and banner towing;
 - (2) for helicopters:
 - (a) theoretical knowledge instruction for LAPL(H) and PPL(H);
 - (b) flight instruction for LAPL(H), PPL(H);
 - (c) single-engine type rating for helicopters for which the maximum certified seat configuration does not exceed five seats;
 - (d) training towards night rating;
 - (3) for sailplanes, in accordance with the requirements of Annex III (Part-SFCL) to Commission Implementing Regulation (EU) 2018/1976:
 - (a) theoretical knowledge instruction for the SPL;
 - (b) flight instruction for the SPL;
 - (c) training towards extension of privileges to sailplanes or TMGs in accordance with point SFCL.150;
 - (d) training towards additional launching methods in accordance with point SFCL.155;

- (e) training towards additional ratings and privileges: basic aerobatic and advanced aerobatic privileges, sailplane and banner towing rating, TMG night rating, and sailplane cloud flying privileges;
 - (f) training towards flight instructor certificate for sailplanes (FI(S)); (g) FI(S) refresher course;
- (4) for balloons, in accordance with the requirements of Annex III (Part-BFCL) to Commission Implementing Regulation (EU) 2018/1976:
 - (a) theoretical knowledge instruction for the BPL;
 - (b) flight instruction for the BPL;
 - (c) training towards class or group extension in accordance with point BFCL.150;
 - (d) training towards additional ratings: tethered hot-air balloon flight, night, and commercial operation rating;
 - (g) training towards flight instructor certificate for balloons (FI(B));
 - (h) FI(B) refresher course.
- (b) A DTO shall be entitled to also provide the examiner courses referred to in points BFCL.430 and BFCL.460(b) (1) of Annex III (Part-BFCL) to Commission Regulation (EU) 2018/395 for FE(B), as well as in points SFCL.430 and SFCL.460(b)(1) of Annex III (Part-SFCL) to Commission Implementing Regulation (EU) 2018/1976 for FE (S), provided that the DTO has submitted a declaration in accordance with point [DTO.GEN.115](#) and the competent authority has approved the training programme in accordance with point [DTO.GEN.230\(c\)](#).

GM1 DTO.GEN.110 Scope

ED Decision 2018/009/R

Point [DTO.GEN.110](#) lists all the training activities that are regulated by Part-FCL and which can be conducted at a DTO. However, for some of the training activities mentioned, Part-FCL (points FCL.130.S, FCL.130.B, FCL.225.B(b), FCL.810(c)) does not require the involvement of a training organisation at all. In this regard, point [DTO.GEN.110](#) does not constitute an obligation for these training activities to be undertaken at a DTO only.

DTO.GEN.115 Declaration

Regulation (EU) 2020/359

- (a) Prior to providing any of the training specified in point [DTO.GEN.110](#), an organisation intending to provide such training shall submit a declaration to the competent authority. The declaration shall contain at least the following information:
 - (1) the name of the DTO;
 - (2) contact details of the DTO's principal place of business and, where applicable, the contact details of the aerodromes and the operating sites of the DTO;
 - (3) names and contact details of the following persons:
 - (i) the representative of the DTO;
 - (ii) the head of training of the DTO; and
 - (iii) all deputy heads of training, if required by point [DTO.GEN.250\(b\)\(1\)](#);

- (4) the type of training, as specified in point [DTO.GEN.110](#), provided at each aerodrome and/or operating site;
 - (5) a list of all aircraft and FSTDs to be used for the training, if applicable;
 - (6) the date of intended commencement of the training;
 - (7) a statement confirming that the DTO has developed a safety policy and will apply that policy during all training activities covered by the declaration, in accordance with point [DTO.GEN.210\(a\)\(1\)\(ii\)](#);
 - (8) a statement that confirms that the DTO complies and will, during all training activities covered by the declaration, continue to comply with the essential requirements set out in Annex IV to Regulation (EU) 2018/1139, with the requirements of Annex I (Part-FCL) and Annex VIII (Part-DTO) to this Regulation and with the requirements of Annex III (Part-BFCL) to Commission Regulation (EU) 2018/395 and Annex III (Part-SFCL) to Commission Implementing Regulation (EU) 2018/1976.
- (b) The declaration, and any subsequent changes thereto, shall be made using the form contained in [Appendix 1](#).
- (c) A DTO shall, together with the declaration, submit to the competent authority the training programme or programmes, which it uses or intends to use to provide the training, as well as its application for approval of the training programme or programmes where such approval is required in accordance with point [DTO.GEN.230\(c\)](#).
- (d) By derogation from point (c), an organisation which holds an approval issued in accordance with Subpart ATO of Annex VII (Part-ORA) may, together with the declaration, only submit the reference to the already approved training manual or manuals.

GM1 DTO.GEN.115(a) Declaration

ED Decision 2018/009/R

SUBMISSION OF THE DECLARATION

The DTO should submit the declaration ([Appendix 1](#) to Part-DTO), and any attachment(s) thereto, in a manner established by the competent authority.

GM2 DTO.GEN.115(a) Declaration

ED Decision 2018/009/R

RESPONSIBILITY OF THE DTO FOR THE SUCCESSFUL SUBMISSION OF THE DECLARATION

It is the responsibility of the DTO to successfully submit the declaration to the competent authority. If the DTO does not receive the acknowledgement of receipt of the declaration from the competent authority pursuant to point ARA.DTO.100 within a reasonable period of time following the submission of the declaration, the DTO should contact the competent authority to investigate whether or not the submission of the declaration has been successful.

AMC1 DTO.GEN.115(a)(2) Declaration

ED Decision 2018/009/R

LIST OF AERODROMES AND OPERATING SITES OF THE DTO

Except for DTOs that provide training for balloons, the list of aerodromes and operating sites on the declaration should contain at least those aerodromes and operating sites where the DTO, either permanently or temporarily (e.g. for training camps), conducts its training activities, where its training aircraft are based and where it has its facilities, as required by Part-DTO.

Aerodromes and operating sites that solely serve as destinations for cross-country training flights do not need to be listed on the declaration.

AMC1 DTO.GEN.115(a)(5) Declaration

ED Decision 2018/009/R

LIST OF AIRCRAFT AND FLIGHT SIMULATION TRAINING DEVICES (FSTDs)

- (a) The list on the declaration of aircraft used by the DTO should contain at least the models used for training (e.g. Cessna 152, Piper PA 28, Robinson R22, etc.). It is not necessary to list on the declaration each individual aircraft with its registration mark.
- (b) The list on the declaration of FSTDs used by the DTO should contain the references to the FTSD qualification certificates.

AMC1 DTO.GEN.115(c) Declaration

ED Decision 2018/009/R

SUBMISSION OF TRAINING PROGRAMMES WITH THE DECLARATION

Except for training programmes for examiner standardisation or refresher courses, a DTO may include in the declaration only a reference to a training programme if this training programme:

- (a) has already been verified for Part-FCL compliance by the competent authority; or
- (b) has been developed by the competent authority as a standard training programme, if applicable.

DTO.GEN.116 Notification of changes and cessation of training activities

Regulation (EU) 2018/1119

A DTO shall notify the competent authority without undue delay of the following:

- (a) any changes to the information contained in the declaration specified in point [DTO.GEN.115\(a\)](#) and to the training programme or programmes or the approved training manual or manuals referred to in points [DTO.GEN.115\(c\)](#) and [\(d\)](#) respectively;
- (b) the cessation of some or all training activities covered by the declaration.

DTO.GEN.135 Termination of entitlement to provide training

Regulation (EU) 2018/1119

A DTO shall no longer be entitled to provide some or all of the training specified in its declaration on the basis of that declaration, where one of the following occurs:

- (a) the DTO has notified the competent authority of the cessation of some or all of the training activities covered by the declaration in accordance with point [DTO.GEN.116\(b\)](#);
- (b) the DTO has not provided the training for more than 36 consecutive months.

DTO.GEN.140 Access

Regulation (EU) 2018/1119

For the purpose of determining whether a DTO is acting in compliance with its declaration, the DTO shall grant access at any time to any facility, aircraft, document, records, data, procedures or any other material relevant to its training activities covered by the declaration, to any person authorised by the competent authority

DTO.GEN.150 Findings

Regulation (EU) 2018/1119

After the competent authority has communicated a finding to a DTO in accordance with point ARA.GEN.350(da)(1), the DTO shall take the following steps within the time period determined by the competent authority:

- (a) identify the root cause of the non-compliance;
- (b) take the necessary corrective action to terminate the non-compliance and, where relevant, remedy the consequences thereof;
- (c) inform the competent authority about the corrective action it has taken.

DTO.GEN.155 Reaction to a safety problem

Regulation (EU) 2018/1119

As a reaction to a safety problem, a DTO shall implement:

- (a) the safety measures mandated by the competent authority in accordance with point ARA.GEN.135(c);
- (b) the relevant mandatory safety information issued by the Agency, including airworthiness directives.

DTO.GEN.210 Personnel requirements

Regulation (EU) 2020/359 2020/359

- (a) A DTO shall designate:
- (1) a representative, who shall be responsible and duly authorised to do at least the following:
 - (i) ensure compliance of the DTO and its activities with the applicable requirements and with its declaration;
 - (ii) develop and establish a safety policy which ensures that the DTO's activities are carried out safely, ensure that the DTO adheres to that safety policy and take the necessary measures in order to achieve the objectives of that safety policy;
 - (iii) promote safety within the DTO;
 - (iv) ensure the availability of sufficient resources within the DTO so that the activities referred to in points (i), (ii) and (iii) can be carried out in an effective manner.
 - (2) a head of training, who shall be responsible and qualified to ensure at least the following:
 - (i) that the training provided complies with the requirements of Annex I (Part-FCL), Annex III (Part-BFCL) to Commission Regulation (EU) 2018/395 and Annex III (Part-SFCL) to Commission Regulation (EU) 2018/1976 and with the DTO's training programme;
 - (ii) the satisfactory integration of flight training in an aircraft or a flight simulation training device (FSTD) and theoretical knowledge instruction;
 - (iii) the supervision of the progress of students;
 - (iv) in the case referred to in point [DTO.GEN.250\(b\)](#), the supervision of the deputy head or heads of training.
- (b) A DTO may designate a single person as its representative and its head of training.
- (c) A DTO shall not designate a person as its representative or its head of training if there are objective indications that he or she cannot be trusted to carry out the tasks listed in point (a) in a manner which safeguards and furthers aviation safety. The fact that a person has been subject to an enforcement measure taken in accordance with point ARA.GEN.355 in the past three years shall be deemed to constitute such an objective indication, unless that person can demonstrate that the finding leading to that measure, by reason of its nature, scale or impact on aviation safety, is not such as to indicate that he or she cannot be trusted to carry out those tasks in that manner.
- (d) A DTO shall ensure that its theoretical knowledge instructors have either of the following qualifications:
- (1) practical background in aviation in the areas relevant for the training provided and have undergone a course of training instructional techniques;
 - (2) previous experience in giving theoretical knowledge instruction and an appropriate theoretical background in the subject on which they will provide theoretical knowledge instruction.
- (e) Flight instructors and flight simulation training instructors shall hold the qualifications required by Annex I (Part-FCL), Annex III (Part-BFCL) to Commission Regulation (EU) 2018/395 and

Annex III (Part-SFCL) to Commission Implementing Regulation (EU) 2018/1976 for the type of training they provide.

GM1 DTO.GEN.210(a)(1)(i) Personnel requirements

ED Decision 2018/009/R

OCCURRENCE-REPORTING SYSTEM COMPLIANT WITH REGULATION (EU) No 376/2014

The following list provides an overview of the main elements of the occurrence-reporting system that is compliant with Regulation (EU) No 376/2014 and provides references to the relevant articles of that Regulation.

- (a) Occurrence-reporting system that caters for both mandatory and voluntary reporting (cf. Articles 4 and 5).

Note 1: The mandatory reporting system established under Regulation (EU) No 376/2014 is also intended for the reporting of those additional items that qualify for mandatory reporting and are defined in the EASA implementing rules.

Note 2: The voluntary reporting system is intended to facilitate the collection of details of occurrences that may not be captured by the mandatory system and of other safety-related information which is perceived by the reporting organisation as an actual or potential hazard to aviation safety.

- (b) Designation of one or more persons to independently handle the collection, evaluation, processing, analysis and storage of details of occurrences with regard to data collection and hazard identification (cf. Article 6(1)).

Note 1: In agreement with their competent authority, small-sized organisations may make use of simplified mechanisms to ensure the collection, evaluation, processing, analysis and storage of details of occurrences, possibly by sharing those tasks with other similar organisations.

Note 2: An existing internal safety-reporting scheme, which collects safety-relevant data, proposals and information, including data, proposals and information on potential safety issues that have not resulted in any occurrence, may serve as a basis for the mandatory and voluntary occurrence-reporting system. From this pool of safety relevant information and data collected internally, the organisation will determine whether a mandatory report is required or whether a voluntary report may be adequate.

- (c) Reporting details of occurrences collected under the mandatory scheme as soon as possible and in any event no later than 72 hours after becoming aware of the occurrence (cf. Article 4(8) & (9)).

Note 1: The reference to ‘becoming aware of’ an occurrence implies that a person in the organisation identifies the occurrence as falling into the category of a mandatory occurrence report — usually through being involved in the occurrence or witnessing it, but also on review or investigation of information reported to the organisation’s safety reporting scheme. In the case of design or production organisations, the 72-hour period starts at the point when the unsafe condition is identified.

In the case of automated data collection systems, the 72-hour period starts when the person that is responsible for the analysis of the data detected the reportable occurrence.

Note 2: The 72-hour period does not apply to the reporting of details of occurrences which may involve an actual or potential aviation safety risk and safety-related information collected under the voluntary scheme. These are to be reported in a timely manner (cf. Article 5(5) & (6)).

- (d) Establishment of data quality checking processes to ensure that the information initially collected and the data stored in the database(s) are consistent (cf. Article 7(3)).

Note: It is understood that data quality checking processes should address four main areas:

- errors in data entry;
- completeness of data, specially referring to mandatory data;
- proper use of the ADREP¹ taxonomy;
- improve data consistency, notably between the information collected initially and the report stored in the database (cf. Article 7(3)).

- (e) Storage of occurrence reports that qualify for mandatory and voluntary reporting in one or more databases (cf. Article 6(5)) using standardised formats to facilitate information exchange and which are compatible with the ECCAIRS² software and ADREP taxonomy (cf. Article 7(4)).

Note: Organisations that are able to report through an ECCAIRS software compatible reporting system provided by their competent authority are deemed to be automatically compliant with the reporting system requirements in Article 7(4) and do not need to have their own ECCAIRS software compatible reporting system.

- (f) Application of the safety policy (cf. [AMC1 DTO.GEN.210\(a\)\(1\)\(ii\)](#)) to occurrences:

- (1) identification of the safety hazards that are associated with identified occurrences or groups of occurrences reported to the competent authority (cf. Article 13(1));
- (2) analysis of the related risks in terms of probability and severity of the outcome, as well as assessment of the risks in terms of tolerability;
- (3) based on the result of the risk assessment: determination of the need for mitigation action, as required for improving aviation safety (cf. Article 13(2)); and
- (4) monitoring the timely implementation and effectiveness of any mitigation action required (cf. Article 13(2)).

- (g) In addition to the actions required under paragraph (6) above, where the organisation identifies an actual or potential aviation safety risk as a result of the analysis of occurrences or group of occurrences:

- (1) transmission of the following information to the competent authority within 30 days from the date of notification of the occurrence to the authority (cf. Article 13(4)):
 - (i) the preliminary results of the risk assessment performed; and
 - (ii) any preliminary mitigation action to be taken.
- (2) where required, transmission of the final results of the risk analysis to the competent authority as soon as they are available and, in principle, no later than 3 months from the date of notification of the occurrence to the authority (cf. Article 13(4)).

Note: The legal obligation to provide the initial results of the analysis of the occurrence, follow-up reports and final results lies with the other organisation that issued the initial report. Where an organisation receives a copy of a report from another organisation that initially reported the occurrence to the competent authority, depending on its contribution to the actual or potential aviation safety risk underlying the occurrence, it

¹ The ICAO Accident/Incident Data Reporting (ADREP) system.

² European Coordination Centre for Accident and Incident Reporting Systems.

may however be required to perform its own analysis of the issue reported and to provide a follow-up report to the competent authority.

- (h) Safety policy and just culture: Consultation of staff representatives to ensure mutual agreement on and adoption of the rules describing how 'just culture' principles are guaranteed and implemented within the organisation.

Note 1: The purpose of those rules is to ensure that employees and contracted personnel that report or are mentioned in occurrence reports, both mandatory or voluntary, are not subject to any prejudice by their employer or any other organisation for which the services are provided on the basis of the information supplied by the reporter (cf. Article 16(9)), unless an exception applies (cf. Article 16(10)).

Note 2: Staff representatives may be nominated either by the trade union(s) or by the staff themselves.

- (i) Ensuring that employees and contracted personnel are regularly provided with information concerning the analysis of, and follow-up on, occurrences for which mitigation action is taken (cf. Article 13(3), while ensuring that only disidentified information is disseminated.
- (j) Ensuring that personal details are made available to staff of their organisation, other than the persons designated in accordance with paragraph (2), only where absolutely necessary to investigate occurrences with a view to enhancing aviation safety.
- (k) Ensuring that reports addressed to the competent authority contain at least the information listed in Annex I to Regulation (EU) No 376/2014.

AMC1 DTO.GEN.210(a)(1)(ii) Personnel requirements

ED Decision 2018/009/R

SAFETY POLICY

- (a) The safety policy should define, in relation to the DTO training programme, at least the means and methods used for:
 - (1) hazard identification;
 - (2) risk assessment; and
 - (3) effectiveness of the mitigation measures (implementation and follow-up).
- (b) The safety policy should additionally include the procedures required for occurrence reporting pursuant to Regulation (EU) No 376/2014 (cf. GM1 DTO.GEN.210(a)).

AMC1 DTO.GEN.210(a)(2) Personnel requirements

ED Decision 2018/009/R

QUALIFICATION AND EXPERIENCE OF THE HEAD OF TRAINING (HT)

- (a) The HT should, with regard to the size and the training scope of the DTO, possess sufficient managerial capabilities in order to discharge their responsibilities, and should:
 - (1) in the case of a DTO that provides training in aircraft or FSTDs, hold an unrestricted instructor certificate in accordance with Part-FCL with instructional privileges that are relevant to the training provided by the DTO, including sufficient experience as necessary;
 - (2) in the case of a DTO that provides theoretical knowledge training only, have appropriate experience in aviation and knowledge relevant to the training provided.

- (b) At a DTO that provides training courses for different aircraft categories, the HT should be assisted by one or more nominated deputy HTs qualified in accordance with paragraph (a) and with regard to the other category or categories of aircraft.

GM1 DTO.GEN.210(a)(2) Personnel requirements

ED Decision 2018/009/R

SUFFICIENT EXPERIENCE OF THE HEAD OF TRAINING (HT)

‘Sufficient experience’, as per AMC2 DTO.GEN.210(a)(1) paragraph (a)(1), means that the HT should have gained the required experience as an instructor in order to have the capacity to administer the particular training activity of the DTO in question. The following factors should be taken into consideration for determining the experience required:

- (a) training scope of the DTO, including specific training courses (e.g. aerobatic rating, sailplane cloud flying rating, examiner courses for sailplanes and balloons);
- (b) location of the DTO training area (e.g. mountains, sea, congested airspace);
- (c) size of the DTO (volume of activity, number of training aerodromes and operating sites);
- (d) use of FSTDs;
- (e) training aircraft models used by the DTO.

GM1 DTO.GEN.210(c) Personnel requirements

ED Decision 2018/009/R

CIRCUMSTANCES UNDER WHICH A PERSON CANNOT BE TRUSTED TO CARRY OUT THE TASKS OF A REPRESENTATIVE OR A HEAD OF TRAINING (HT) IN A MANNER WHICH SAFEGUARDS AND FURTHERS AVIATION SAFETY

Examples of objective indications that a person cannot be trusted to carry out the tasks of a representative or an HT in a manner which safeguards and furthers aviation safety.

If that person, within the last 5 years preceding their nomination as representative or HT, in a declaration in accordance with Part-DTO:

- (a) holds or has held a pilot licence and that licence and/or any associated ratings, certificates or authorisations have been subject to limitation, suspension or revocation;
- (b) has knowingly and deliberately been responsible for committing any non-compliance with the Basic Regulation and its implementing rules.

AMC1 DTO.GEN.210(d);(e) Personnel requirements

ED Decision 2018/009/R

DTO INSTRUCTORS

In order to ensure and monitor that instructors maintain their required qualification, DTOs should permanently keep a list of all instructors, including information on their instructional privileges as well as on the validity periods of their licences, ratings and certificates, including their medical certificates.

GM1 DTO.GEN.210(d);(e) Personnel requirements

ED Decision 2018/009/R

RESOURCES (INSTRUCTORS)

- (a) The ratio of all students to flight instructors should allow maintaining the quality and safety of the training provided.
- (b) Class numbers in ground subjects involving a high degree of supervision or practical work should not exceed 28 students.

DTO.GEN.215 Facility requirements

Regulation (EU) 2018/1119

A DTO shall have facilities in place allowing the performance and management of all its activities in accordance with the essential requirements of Annex III to Regulation (EC) No 216/2008 and with the requirements of this Annex (Part-DTO).

AMC1 DTO.GEN.215 Facility requirements

ED Decision 2018/009/R

- (a) The facilities of a DTO should comprise:
 - (1) flight planning facilities providing access to at least:
 - (i) appropriate and current aviation maps and charts;
 - (ii) current aeronautical information service (AIS) information;
 - (iii) current meteorological information;
 - (iv) communications to air traffic control (ATC) (if applicable);
 - (v) any other flight-safety-related material;
 - (2) adequate briefing facilities of sufficient size and number;
 - (3) suitable office(s) to allow flight instructors to write reports on students, complete records and other related documentation, as appropriate;
 - (4) suitable rest areas for instructors and students, where appropriate to the training task;
 - (5) in the case of DTOs that provide training for BPL or LAPL(B) only, the flight operations accommodation listed in (a)(1) to (a)(4) may be replaced by other suitable facilities when operating outside aerodromes.
- (b) The following facilities for theoretical knowledge instruction should be available:
 - (1) adequate classroom accommodation for the current student population;
 - (2) suitable demonstration equipment to support the theoretical knowledge instruction;
 - (3) suitable office(s) for the instructional personnel.

DTO.GEN.220 Record-keeping

Regulation (EU) 2018/1119

- (a) A DTO shall keep for each individual student the following records throughout the training course and for three years after completion of the last training session:
 - (1) details of ground, flight and simulated flight training;
 - (2) information on individual progress;
 - (3) information on the licences and associated ratings relevant to the training provided, including expiry dates of ratings and medical certificates.
- (b) A DTO shall keep the report on the annual internal review and the activity report referred to in point [DTO.GEN.270\(a\) and \(b\)](#) respectively for three years from the date at which the DTO established those reports.
- (c) A DTO shall keep its training programme for three years from the date at which it provided the last training course in accordance with that programme.
- (d) A DTO shall, in accordance with the applicable law on the protection of personal data, store the records referred to in point (a) in a manner that ensures protection by appropriate tools and protocols and take the necessary measures to restrict the access to those records to persons who are duly authorised to access them.

AMC1 DTO.GEN.220 Record-keeping

ED Decision 2018/009/R

Training records should be kept in a paper or electronic version by the DTO where the candidate is undertaking their training.

DTO.GEN.230 DTO training programme

Regulation (EU) 2020/3592020/359

- (a) A DTO shall establish a training programme for each of the trainings specified in point [DTO.GEN.110](#) which the DTO provides.
- (b) The training programmes shall comply with the requirements of Annex I (Part-FCL), Annex III (Part-BFCL) to Commission Regulation (EU) 2018/395 and Annex III (Part-SFCL) to Commission Implementing Regulation (EU) 2018/1976, as applicable.
- (c) A DTO shall be entitled to provide the training referred to in point [DTO.GEN.110\(b\)](#) only when its training programme for that training, and any changes thereto, have been issued by the competent authority, upon application by the DTO, with an approval in accordance with point ARA.DTO.110, confirming that the training programme and any changes thereto comply with the requirements of Annex I (Part-FCL), Annex III (Part-BFCL) to Commission Regulation (EU) 2018/395 and Annex III (Part-SFCL) to Commission Implementing Regulation (EU) 2018/1976, as applicable. A DTO shall apply for such approval through the submission of its declaration in accordance with point [DTO.GEN.115](#).
- (d) Point (c) shall not apply to an organisation also holding an approval issued in accordance with Subpart ATO of Annex VII (Part-ORA) that includes privileges for that training.

AMC1 DTO.GEN.230 DTO training programme

ED Decision 2018/009/R

- (a) The DTO training programme should include at least the following information:
- (1) the aim of the course;
 - (2) crediting of previous experience and pre-entry requirements (including appropriate procedures for students that wish to complete their training after having started at a different training organisation);
 - (3) a list of all air and FSTD exercises to be taught, including a description of the objective of each exercise;
 - (4) a syllabus summary;
 - (5) structure and content of the theoretical knowledge instruction;
 - (6) structure of the entire course and integration of theoretical knowledge instruction, FSTD and flight training;
 - (7) student progress checks for theoretical knowledge and flight training, as appropriate.
- (b) When developing the training programme for a type rating course, in addition to complying with the mandatory training elements included in the operational suitability data (OSD), as established in accordance with Regulation (EU) No 748/2012¹, the DTO should also follow any further recommendations (i.e. acceptable means of compliance (AMC)) contained therein.

DTO.GEN.240 Training aircraft and FSTDs

Regulation (EU) 2019/1747

- (a) A DTO shall use an adequate fleet of training aircraft or FSTDs appropriately equipped for the training course provided. The fleet of aircraft shall be composed of aircraft that comply with all requirements defined in Regulation (EU) 2018/1139. Aircraft that fall under points (a), (b), (c) or (d) of Annex I to Regulation (EU) 2018/1139, may be used for training if all of the following conditions are met:
- (1) during an evaluation process the competent authority has confirmed a level of safety comparable to the one defined by all essential requirements laid down in Annex II to Regulation (EU) 2018/1139;
 - (2) the competent authority has authorised the use of the aircraft for training in the DTO.
- (b) A DTO shall establish and keep up-to-date a list of all aircraft, including their registration marks, used for the training it provides.

AMC1 DTO.GEN.240 Training aircraft and FSTDs

ED Decision 2018/009/R

- (a) The number of training aircraft may be affected by:
- (1) the availability of FSTDs; and
 - (2) the number of aerodromes and operating sites of the DTO (cf. [AMC1 DTO.GEN.115\(a\)\(2\)](#)).

¹ Commission Regulation (EU) No 748/2012 of 3 August 2012 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations (OJ L 224, 21.8.2012, p. 1), as amended.

- (b) Each training aircraft should be:
 - (1) equipped as required in the training specifications concerning the exercise for which it is used;
 - (2) except in the case of balloons or single-seat aircraft, fitted with primary flight controls that are instantly accessible by both the student and the instructor (for example, dual flight controls or a centre control stick); swing-over flight controls should not be used.
- (c) The fleet should include, as appropriate to the training courses:
 - (1) in the case of aeroplanes and sailplanes, aircraft suitable for demonstrating stalling and spin avoidance;
 - (2) in the case of helicopters, helicopters suitable for autorotation demonstration;
 - (3) FSTDs; each FSTD should be equipped as required in the training specifications concerning the course for which it is used.
- (d) One single aircraft that has all the required characteristics of a training aircraft mentioned in (b) and (c) above may be sufficient.

GM1 DTO.GEN.240 Training aircraft and FSTDs

ED Decision 2018/009/R

The DTO is required to use an adequate fleet of training aircraft. However, a DTO is not required to own the aircraft used. In any case, the DTO has the responsibility to use airworthy and appropriately equipped, certified and insured aircraft and FSTDs, as relevant to the particular training exercise.

DTO.GEN.250 Aerodromes and operating sites

Regulation (EU) 2018/1119

- (a) When providing flight training on an aircraft, a DTO shall only use aerodromes or operating sites that have the appropriate facilities and characteristics to allow training of the relevant manoeuvres, taking into account the training provided and the category and type of aircraft used.
- (b) When a DTO uses more than one aerodrome to provide any of the training specified in point [DTO.GEN.110\(a\)\(1\) and \(2\)](#), it shall:
 - (1) for each additional aerodrome, designate a deputy head of training, who shall be responsible for the tasks referred to in point [DTO.GEN.210\(a\)\(2\)\(i\) to \(iii\)](#) on that aerodrome; and
 - (2) ensure the availability of sufficient resources to safely operate on all aerodromes, in compliance with the requirements of this Annex (Part-DTO).

AMC1 DTO.GEN.250 Aerodromes and operating sites

ED Decision 2018/009/R

GENERAL

- (a) Except in the case of balloons, the base aerodrome or operating site and any other aerodromes or operating sites at which flight training is being conducted should have at least the following facilities:

- (1) at least one runway or final approach and take-off area (FATO) that allows training aircraft to make a normal take-off or landing within the performance limits of all the aircraft used for the training flights at that aerodrome or operating site;
 - (2) a wind direction indicator that is visible at ground level from the ends of each runway or at the appropriate holding points;
 - (3) adequate runway electrical lighting, if used for night training;
 - (4) an air traffic service (ATS), except for uncontrolled aerodromes or operating sites where the training requirements may be satisfied safely by another acceptable means of communication.
- (b) In addition to (a), for helicopters, training sites should be available for:
- (1) confined area operation training;
 - (2) simulated engine-off autorotation; and
 - (3) sloping ground operation.
- (c) In the case of balloons, the take-off sites used by the DTO should allow a normal take-off and clearing of all obstacles in the take-off flight path by at least 50 ft.
- (d) By way of derogation from paragraphs (a) to (c) above, for training that needs to take place in a specific environment (training for mountain rating, training on seaplanes), the training sites used should have the characteristics and facilities that are necessary to ensure a safe conduct of the training.

AMC1 DTO.GEN.250(b) Aerodromes and operating sites

ED Decision 2018/009/R

SUFFICIENT RESOURCES OF A DTO THAT PROVIDES TRAINING FOR AEROPLANES OR HELICOPTERS AT MORE THAN ONE AERODROME OR OPERATING SITE

- (a) Deputy heads of training should meet the same qualification requirements as set out in [AMC1 DTO.GEN.210\(a\)\(2\)](#) for the head of training (HT).
- (b) The DTO should have the necessary number of instructors (point [DTO.GEN.210\(d\) and \(e\)](#)) as well as the necessary number of training aircraft (point [DTO.GEN.240](#)) in place to ensure proper training at all aerodromes and operating sites.
- (c) At each aerodrome or operating site of the DTO, the DTO should have in place the facilities (point [DTO.GEN.215](#)) as appropriate for the type of training carried out at each aerodrome or operating site.

DTO.GEN.260 Theoretical knowledge instruction

Regulation (EU) 2018/1119

- (a) When providing theoretical knowledge instruction, a DTO may use on-site instruction or distance learning.
- (b) A DTO shall monitor and record the progress of any student undergoing theoretical knowledge instruction.

DTO.GEN.270 Annual internal review and annual activity report

Regulation (EU) 2018/1119

A DTO shall take the following steps:

- (a) conduct an annual internal review of the tasks and responsibilities specified in point [DTO.GEN.210](#) and establish a report on that review;
- (b) establish an annual activity report;
- (c) submit the report on the annual internal review and the annual activity report to the competent authority by the date determined by the competent authority.

AMC1 DTO.GEN.270(a) Annual internal review and annual activity report

ED Decision 2018/009/R

ANNUAL INTERNAL REVIEW

The annual internal review should consist of a comprehensive assessment whether the DTO effectively carries out the tasks and responsibilities pursuant to point [DTO.GEN.210](#). Specific emphasis should be given to the following:

- (a) availability of sufficient resources;
- (b) conduct of training in accordance with the requirements of Part-FCL and Part-DTO, with the DTO training programme(s) and with the DTO's safety policy;
- (c) random checks of training records and course completion certificates issued by the DTO;
- (d) assessment of the training programme(s) for its (their) adequacy and currency;
- (e) training aircraft including their documents and maintenance records;
- (f) aerodromes and operating sites, including associated facilities;
- (g) evaluation of both adequacy and effectiveness of the follow-up, corrective and, as applicable, remedial action taken after non-compliances that have been detected internally or that have been subject to findings as per point [DTO.GEN.150](#);
- (h) assessment of the safety policy including its means and methods as defined in AMC1 DTO.GEN.210 for its adequacy and currency;
- (i) assessment of the effectiveness of the implementation of the mitigation measures, as foreseen in the DTO's safety policy.

AMC1 DTO.GEN.270(b) Annual internal review and annual activity report

ED Decision 2018/009/R

ANNUAL ACTIVITY REPORT

- (a) With regard to the past calendar year, the annual activity report should contain at least lists of:
 - (1) all training courses and refresher trainings actually provided;
 - (2) names of all flight, synthetic flight and theoretical knowledge instructors involved in the provision of training, including, in the case of DTOs for aeroplanes, helicopters and

sailplanes, information on the aerodromes and operating sites of the DTO where it has mainly been providing training;

- (3) number of students per training course;
- (4) all training aircraft and FSTDs used, including registration marks and FSTD qualification letter codes (as applicable), including, with regard to each aircraft, information on:
 - (i) the training courses for which the aircraft has been used; and
 - (ii) the aerodromes of the DTO where the aircraft has been mainly used;
- (5) all occurrences, accidents and incidents that occurred during the training courses; and
- (6) any other information that is deemed relevant by the DTO.

AMC1 DTO.GEN.270(c) Annual internal review and annual activity report

ED Decision 2018/009/R

SUBMISSION OF ANNUAL INTERNAL REVIEW AND ANNUAL ACTIVITY REPORT TO THE COMPETENT AUTHORITY

The annual internal review and the annual activity report for each past calendar year should be submitted to the competent authority within a time frame agreed between the DTO and the competent authority.

GM1 DTO.GEN.270(c) Annual internal review and annual activity report

ED Decision 2018/009/R

SUBMISSION OF ANNUAL INTERNAL REVIEW AND ANNUAL ACTIVITY REPORT TO THE COMPETENT AUTHORITY

It is recommended that the competent authority and the DTO agree on the regular time frames; for example, to agree that the annual internal review and annual activity report for the past calendar year should be submitted during the first quarter of each year.

APPENDIX TO ANNEX VIII

Appendix 1 to Annex VIII (Part-DTO)

Regulation (EU) 2020/359

DECLARATION pursuant to Commission Regulation (EU) No 1178/2011	
<input type="checkbox"/> Initial declaration <input type="checkbox"/> Notification of changes ⁽¹⁾ – DTO reference number:	
1. Declared training organisation (DTO) Name:	
2. Place(s) of business Contact details (address, phone, email) of the DTO's principal place of business:	
3. Personnel Name and contact details (address, phone, email) of the DTO's representative: Name and contact details (address, phone, email) of the DTO's head of training and, if applicable, of the DTO's deputy head(s) of training:	
4. Training scope List of all training provided: List of all training programmes used to provide the training (documents to be attached to this declaration) or, in the case referred to in point DTO.GEN.230(d) of Annex VIII (Part-DTO) to Regulation (EU) No 1178/2011, the reference to all approved training manuals used to provide the training:	
5. Training aircraft and FSTDs List of aircraft used for the training: List of qualified FSTDs used for the training (if applicable, including letter code as indicated on the qualification certificate):	
6. Aerodrome(s) and the operating site(s) Contact details (address, phone, email) of all aerodromes and operating sites used by the DTO to provide the training:	
7. Date of intended commencement of training:	
8. Application for approval of examiner standardisation courses and refresher seminars (if applicable) <input type="checkbox"/> The DTO hereby applies for approval of the above-mentioned training programme(s) for examiner courses for sailplanes or balloons in accordance with points DTO.GEN.110(b) and DTO.GEN.230(c) of Annex VIII (Part-DTO) to Regulation (EU) No 1178/2011.	

¹ In the case of changes, only point 1 and those fields containing changes need to be completed.

9. Statement

The DTO has developed a safety policy in accordance with Annex VIII (Part-DTO) to Commission Regulation (EU) No 1178/2011, and in particular with point [DTO.GEN.210\(a\)\(1\)\(ii\)](#) thereof, and will apply that policy during all training activities covered by the declaration.

The DTO complies and will, during all training activities covered by the declaration, continue to comply with the essential requirements set out in Annex IV to Regulation (EU) 2018/1139, with the requirements of Annex I (Part-FCL) and Annex VIII (Part-DTO) to Commission Regulation (EU) No 1178/2011, and with the requirements of Annex III (Part-BFCL) to Commission Regulation (EU) 2018/395 and Annex III (Part-SFCL) to Commission Implementing Regulation (EU) 2018/1976.

We confirm that all information contained in this declaration, including its annexes (if applicable), is complete and correct.

Name, date and signature of the representative of the DTO

Name, date and signature of the head of training of the DTO