This Statutory Instrument has been printed to correct errors in S.I. 2024/1290 and is being issued free of charge to all known recipients of that Statutory Instrument.

STATUTORY INSTRUMENTS

2025 No. 878

CIVIL AVIATION

The Aviation Safety (Amendment) (No. 2) Regulations 2025

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Laid before Parliament	*16th July 2025*
Coming into force in accordance with regulation 1	

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The Secretary of State makes these Regulations in exercise of the powers conferred by Articles 17(1), 23(1), 27(1), 31(1), 62(14), 62(15) and 127(3) of 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(**a**).

PART 1

Introduction

Citation, commencement and extent

1.—(1) These Regulations may be cited as the Aviation Safety (Amendment) (No. 2) Regulations 2025.

(2) Regulations 1 and 17 to 21 come into force on 15th September 2025.

(3) Regulations 7(2) and 13(1) come into force immediately after the coming into force of regulations 4 and 17 of the Aviation Safety (Amendment) Regulations 2024(**b**).

(4) The remainder comes into force on 1st October 2025.

(5) These Regulations extend to England and Wales, Scotland and Northern Ireland.

PART 2

Amendment of assimilated law

CHAPTER 1

Amendment of Commission Regulation (EU) No 1178/2011

Amendment of Commission Regulation (EU) No 1178/2011

2. Commission Regulation (EU) No 1178/2011 of 3 November 2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to

(**a**) EUR 2018/1139; relevant amending instruments are S.I. 2019/645 and 2022/637. There are other amendments but none are relevant.
(**b**) S.I. 2024/1290.

Regulation (EC) No 216/2008 of the European Parliament and of the Council(**a**) is amended in accordance with regulations 3 to 9.

Amendment of Article 3 of Commission Regulation (EU) No 1178/2011

3.—(1) Article 3 (pilot licensing and medical certification) is amended as follows.

(2) For paragraph 4, substitute—

"4. The SSEA, SLMG and TMG refer to the aircraft defined in Schedule 1 to the Air Navigation Order 2016, and SEP refers to a single-engine piston aeroplane.".

(3) After paragraph 4 insert—

"5. After 1 October 2025 the CAA must not issue the LAPL(A) under this Regulation.".

Amendment of Article 4 of Commission Regulation (EU) No 1178/2011

4.—(1) Article 4 (existing national pilots' licences) is amended as follows.

(2) For the heading substitute "Authorisation for flight under instrument flight rules".

(3) Omit paragraph 7.

(4) In paragraph 8—

(a) omit point (a);

(b) for point (b) substitute—

"(b) the scope of the privileges granted by the authorisation must be limited to those described for the Instrument Meteorological Conditions (IMC) rating in Chapter 1 of Part 2 of Schedule 8 of The Air Navigation Order 2016;".

Amendment of Article 10a of Commission Regulation (EU) No 1178/2011

5. In Article 10a (pilot training organisations), for paragraph 1 substitute—

"1. Subject to paragraphs 2 and 3, 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 CAA with an approval ("the approval") confirming that they comply with the essential requirements set out in Annex 4 to Regulation (EU) 2018/1139 and with the requirements of Annex 7 to this Regulation.

2. Organisations whose principal place of business is in the UK are entitled to provide the training referred to in DTO.GEN.110 of Annex 8 to this Regulation without the approval where they have made a declaration ("the declaration") to the CAA in accordance with DTO.GEN.115 of Annex 8 to this Regulation and, where applicable, in the case of the training provided under DTO.GEN.110(b), that the CAA has approved the training programme pursuant to DTO.GEN.230(c).

3. An organisation whose principal place of business is in the UK and which is a Gliding Club as defined in Article 2 of Commission Implementing Regulation (EU) 2018/1976, is entitled to provide the training in point DTO.GEN.110(a)(3) of Annex 8 in relation to sailplanes without the approval or the declaration to the CAA.".

Amendment of Annex 1 to Commission Regulation (EU) No 1178/2011

6.—(1) Annex 1 (Part-FCL) is amended as follows.

(**a**) EUR 1178/2011, amended by S.I. 2019/645, 2019/1747, 2020/359 and 2024/1290. There are other amendments but none are relevant.

(2) In Subpart A (general requirements), in point FCL.035 (crediting of flight time and theoretical knowledge), for point (a)(4) substitute—

"(4) Excluding aeroplanes specified in paragraph (1)(e) of Annex 1 to Regulation (EU) 2018/1139 and aircraft the subject of a decision of the CAA in accordance with Article 2(8) of that Regulation, hours flown in aircraft specified in Annex 1 to Regulation (EU) 2018/1139 may be credited towards fulfilling the flight time and other requirements of this Annex appropriate to the relevant category and class of aircraft.

(5) Hours flown on aeroplanes specified in paragraph (1)(e) of Annex 1 to Regulation (EU) 2018/1139 or aircraft the subject of a decision of the CAA in accordance with Article 2(8) of that Regulation may be credited when conducted on aeroplanes equipped with a three-axis control system towards meeting:

(i) the fight time and other requirements of FCL.140.A(a) or FCL.740.A; or

(ii) the flight time requirements of FCL.210.A(a).".

(3) In Subpart B (light aircraft pilot licence – LAPL), in Section 2 (specific requirements for the LAPL for aeroplanes — LAPL(A))—

(a) in point FCL.105.A (LAPL(A) - privileges and conditions)—

(i) in the heading, omit "and conditions";

(ii) omit point (b);

(b) in point FCL.135.A (LAPL(A) – extension of privileges to another class or variant of aeroplane), for points (a), (b) and (c) substitute—

"(a) The privileges of the LAPL(A) must be limited to the class ratings included in the licence.

(b) To exercise the privileges of the LAPL(A) on an additional aircraft variant, holders must complete differences training or familiarisation in accordance with FCL.710. The differences training must be entered in the pilot's logbook or an equivalent record and be signed by the instructor.

(c) Subject to (d), applicants for an additional class rating must comply with FCL.725.

(d) Applicants for a TMG class rating who also hold an SPL, which includes the privilege to fly on a TMG and is in accordance with Annex III (Part-SFCL) to Commission Implementing Regulation (EU) 2018/1976, are considered to have complied with FCL.725.";

(c) in point FCL.140.A (LAPL(A) – recency requirements)—

(i) in point (a), for "Holders" substitute "Subject to (c), holders";

(ii) after point (b) insert—

"(c) After 30th September 2026, holders of a LAPL(A) must only exercise the privileges of a class rating included in the licence when it has been:

(1) issued or renewed in accordance with FCL.740; or

(2) revalidated in accordance with FCL.740.A(b).".

(4) In Subpart C (private pilot licence (PPL)), in Section 2 (specific requirements for the PPL aeroplanes - PPL(A))—

(a) in point FCL.205.A (PPL(A) - privileges)—

(i) in point (b)(1), for "or PPL(A)" substitute ", PPL(A), whether issued under this Regulation or The Air Navigation Order 2016, or National Private Pilot's Licence (Aeroplanes) ('NPPL(A)') issued under that Order";

(ii) in point (b)(2), for "these licences" substitute "the licences mentioned in (1)";

(iii) in point (b)(3), for "attached to this licence" substitute "that may be attached to the licences mentioned in (1)";

(b) in point FCL.210.A (PPL(A) — experience requirements and crediting)—

(i) in point (a)—

(aa) for “45” substitute “40”;

(bb) for “instruction” substitute “time as a pilot, appropriate to the class rating sought,”;

(ii) in point (a)(1), for “25 hours of dual flight instruction” substitute “dual flight instruction as required to pass the licence skill test”;

(iii) for point (b) substitute—

“(b) The requirement for 40 hours flight time specified in (a) may be reduced to 35 hours, if completed whilst undertaking a course at an ATO approved for that purpose.”.

(5) In Subpart H (class and type ratings)—

(a) in Section 1 (common requirements)—

(i) in point FCL.700 (circumstances in which class or type ratings are required), in point (a)(1), immediately after “LAPL” insert “(H)”;

(ii) for point FCL.705 (privileges of the holder of a class or type rating), substitute—

“(a) Except as set out in (b), the privileges of the holder of a class or type rating are to act as pilot on the class or type of aircraft specified in the rating.

(b) The holder of a licence that includes the single engine piston (SEP) class rating may fly an aeroplane powered by a single centric propulsion unit of electric power or a combination of electric and internal combustion power provided that:

(1) the power unit is operated by a single thrust control;

(2) a type rating for the aeroplane has not been established; and

(3) appropriate differences training specified by the CAA in accordance with FCL.710 has been completed.”;

(b) in Section 2 (specific requirements for the aeroplane category), in point FCL.740.A (Revalidation of class and type ratings — aeroplanes)—

(i) in point (b)(1)(ii)—

(aa) for “12 months preceding the expiry date of the rating” substitute “validity period of the rating as set out in FCL.740(a)”;

(bb) before “— 6 hours as PIC,” insert—

“— 6 hours during the 12 months preceding the expiry date of the rating,”;

(ii) omit point (b)(5).

(6) In Subpart I (additional ratings)—

(a) in point FCL.800 (aerobatic rating), omit point (b)(1);

(b) in point FCL.805 (sailplane towing and banner towing ratings)—

(i) for the heading, substitute “banner towing rating”;

(ii) in point (a)—

(aa) omit “sailplanes or”;

(bb) omit “sailplane towing or”;

(iii) omit point (b);

(iv) in point (d)—

(aa) in the first sentence, omit “sailplane and” and “appropriately to aircraft”;

(bb) in the third sentence, omit “for banner towing,”;

(v) in point (e) omit “sailplane or”;

(vi) in point (g)—

(aa) omit both instances of “sailplane towing or”;

(bb) omit “(b) or”;

(cc) omit both instances of “, as applicable,”.

Amendment of Appendices to Annex 1 to Commission Regulation (EU) No 1178/2011

7.—(1) In Appendix 1 (crediting of theoretical knowledge) to Annex 1 (Part-FCL), in point A (crediting of theoretical knowledge for the issue of a pilot licence – bridge instruction and examination requirements), in point 1 (LAPL and PPL), after point 1.3 insert—

"1.3a. For the issue of a PPL(A), the holder of an NPPL(A) issued under The Air Navigation Order 2016 is considered to have complied with FCL.215 if they have passed the theoretical knowledge examinations in the following subjects:

— Principles of flight,

— Flight performance and planning,

— Radio Navigation,

— Aircraft general knowledge,

— Air law,

— Operational procedures.

1.3b. The holder of an NPPL(A) issued under The Air Navigation Order 2016 who has passed examinations in all subjects listed under FCL.215 will be fully credited with the requirements of theoretical knowledge instruction and examination for the issue of a PPL(A).".

(2) In Appendix 8 (cross-crediting of the IR part of a class or type rating proficiency check) to Annex 1 (Part-FCL), for point B (helicopters) substitute—

"B. Helicopters

Credits will be granted only if holders are revalidating or renewing IR privileges for single-pilot helicopters as set out below.

If a skill test or proficiency check, including IR, is performed and the holder has a valid:

(a) multi-pilot helicopter (MPH) type rating or

(b) single-pilot helicopter (SPH) type rating, in multi-pilot operations or

(c) single-pilot helicopter (SPH) type rating, in single-pilot operations,

credit is valid towards the IR part of a proficiency check for single-pilot helicopter (SPH) rating, provided that within the preceding 12 months at least three IFR departures and approaches exercising PBN privileges, including one RNP APCH approach (which may be a Point in Space (PinS) approach), have been performed on an SP type of helicopter in SP operations.".

Amendment of Annex 7 to Commission Regulation (EU) No 1178/2011

8. In Annex 7 (organisation requirements for aircrew (part-ORA)), in Subpart ATO (approved training organisations), in point ORA.ATO.135 (training aircraft and FSTDs), for point (a) substitute—

"(a) Subject to (aa), the ATO must use an adequate fleet of training aircraft or FSTDs appropriately equipped for the training course provided. The fleet of aircraft must be composed of aircraft that comply with the requirements defined in Regulation (EU) 2018/1139.

(aa) The ATO may provide training in an aircraft falling within point 1. (a), (b), (c), (d) or (g) of Annex I to Regulation (EU) 2018/1139, provided that the aircraft has been assessed by the head of training at the ATO as being suitable for the intended instruction, and:

(1) holds a certificate of airworthiness issued in accordance with Annex 8 to the Chicago Convention;

(2) is subject to a permission issued by the CAA in accordance with article 42(b) of the Air Navigation Order 2016; or

(3) is an aeroplane or TMG used solely for non-commercial flight training of a registered owner or joint owner of the aircraft, a registered shareholder of a company that owns the aircraft, or the spouse or child of such a registered owner or joint owner.".

Amendment of Annex 8 to Commission Regulation (EU) No 1178/2011

9.—(1) Annex 8 (requirements for declared training organisations (DTOs) (Part-DTO)) is amended as follows.

(2) In point DTO.GEN.110 (scope of the training)—

(a) in point (a)(1)(d), omit ", sailplane";

(b) in point (a)(4)(d), for "tethered hot-air balloon flight, night," substitute "night".

(3) In point DTO.GEN.240 (training aircraft and FSTDs), for point (a) substitute—

"(a) Subject to (aa), a DTO must use an adequate fleet of training aircraft or FSTDs appropriately equipped for the training course provided. The fleet of aircraft must be composed of aircraft that comply with the requirements defined in Regulation (EU) 2018/1139.

(aa) A DTO may provide training in an aircraft falling within point 1. (a), (b), (c), (d) or (g) of Annex I to Regulation (EU) 2018/1139, provided that the aircraft has been assessed by the head of training at the DTO as being suitable for the intended instruction, and:

(1) holds a certificate of airworthiness issued in accordance with Annex 8 to the Chicago Convention;

(2) is subject to a permission issued by the CAA in accordance with article 42(b) of the Air Navigation Order 2016; or

(3) is an aeroplane or TMG used solely for non-commercial flight training of a registered owner or joint owner of the aircraft, a registered shareholder of a company that owns the aircraft, or the spouse or child of such a registered owner or joint owner.".

CHAPTER 2

Amendment of Commission Regulation (EU) No 965/2012

Amendment of Commission Regulation (EU) No 965/2012

10. Commission Regulation (EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council(**a**) is amended in accordance with regulations 11 to 13.

Amendment of Article 2 of Commission Regulation (EU) No 965/2012

11. In Article 2 (definitions), at the end of paragraph (11), omit the full-stop and insert—

";

(12) 'direct costs' means the costs only directly incurred for a flight and include only:

(a) fuel;

(b) oil;

(c) airfield charges; and

(**a**) EUR 2012/965, amended by S.I. 2019/645, 2020/1116, 2021/614, 2021/1203, 2022/1235 and 2024/1290.

(d) aircraft rental fees at current market rate".

Amendment of Article 6 of Commission Regulation (EU) No 965/2012

12. In Article 6 (derogations), for paragraph 4a(a) substitute—

"(a) cost-shared flights by private individuals, where the conditions of NCO.GEN.102 are satisfied and on condition that the only remuneration or other valuable consideration given or promised for the flight to the pilot by the passengers is a contribution towards the direct costs of the flight which would otherwise be payable by the pilot in command;".

Amendment of Annexes to Commission Regulation (EU) No 965/2012

13.—(1) In Annex 1 (definitions)—

(a) for point (110) substitute—

"(110) 'take-off alternate aerodrome' means an alternate aerodrome at which an aircraft would be able to land shortly after take-off if it becomes necessary and where it is not possible to land at the departure aerodrome;";

(b) omit point (119a).

(2) In Annex 7 (non-commercial air operations with other-than complex motor-powered aircraft – part-NCO), in Subpart A (general requirements), after point NCO.GEN.101 (means of compliance) insert—

"NCO.GEN.102 Cost-shared flights

Cost-shared flights referred to in Article 6(4a)(a) must comply with the following:

(a) No more than six persons (including the pilot) are to be carried on the flight.

(b) All costs other than direct costs must be paid by the pilot with no contribution from the passengers.

(c) The contribution referred to in Article 6(4a)(a) is an amount not more than the total direct costs divided equally by the number of persons carried (including the pilot).

(d) The flight must be operated by a private individual.

(e) No person acting as a pilot is employed as a pilot or acting under a contract for the provision of services as a pilot for the flight.

(f) Passengers undertaking the flight must be clearly advised that the flight does not meet the same safety standards as a Commercial Air Transport (CAT) flight.

(g) For each passenger, a record must be made attesting to:

(1) their having been clearly advised that the flight does not meet the same safety standards as a CAT flight; and

(2) their acceptance of this fact as indicated by their signed declaration to this effect.

(h) The records referred to in (g) above must be:

(1) completed prior to the flight;

(2) retained by the operator of the flight for a period of 6 months from the date of the flight; and

(3) produced by the operator of the flight when requested by a person who is an Authorised Person within the meaning given in Schedule 1 to the Air Navigation Order 2016.

(i) Where advertisement or promotion of the flight occurs, the advertisement or promotion:

(1) must be placed by the pilot intending to operate the flight; and

(2) must include:

(i) a statement that the flight is a private arrangement not conducted in accordance with CAT safety standards;

(ii) the start and end locations of the flight;

(iii) the date when the pilot is available to conduct the flight;

(iv) the licence type held by the pilot;

(v) the class of medical certificate or medical declaration held by the pilot;

(vi) the total number of hours flown by the pilot; and

(vii) the total number of hours flown by the pilot in the advertised aircraft type in the three months prior to the advertisement being placed.".

CHAPTER 3

Amendment of Commission Regulation (EU) 2018/395

Amendment of Commission Regulation (EU) 2018/395

14. Commission Regulation (EU) 2018/395 of 13 March 2018 laying down detailed rules for the operation of balloons as well as for the flight crew licensing of balloons pursuant to Regulation (EU) 2018/1139 of the European Parliament and the Council(**a**) is amended in accordance with regulations 15 and 16.

Amendment of Article 3b of Commission Regulation (EU) 2018/395

15.—(1) Article 3b (existing pilot licences and national medical certificates) is amended as follows.

(2) For paragraph 2(b) substitute—

"(b) convert the privileges for commercial operation associated with a Part-FCL licence into:

(i) a commercial non-passenger operation rating where the licence holder complies with point BFCL.215 of Annex III; or

(ii) a commercial operation rating where the licence holder complies with point BFCL.220 of Annex III;".

(3) In paragraph 3—

(a) for "By that date" substitute "Except as provided for in paragraph 5";

(b) omit the words from "that complies" to "Regulation (EU) No 1178/2011".

(4) Omit paragraph 4.

(5) After paragraph 4 insert—

"(5) A Private Pilot's Licence (Balloons and Airships) issued in accordance with Article 152 of the Air Navigation Order 2016 is not required to be converted as provided for by paragraph 3 where:

(a) it remains valid in accordance with that Order;

(b) it is used in accordance with Article 154 and section 3 of Chapter 2, Part 1 of Schedule 8 of that Order.

(6) The CAA may convert a Commercial Pilot's Licence (Balloons) (CPL(B)) issued in accordance with Article 152 of the Air Navigation Order 2016 to a Balloon Pilot Licence (BPL) endorsed with either a commercial non-passenger operation rating or a commercial

(**a**) EUR 2018/395, amended by S.I. 2020/1116, 2021/10, 2022/637 and 2023/588. There are other amendments but none are relevant.

passenger operation rating, depending on the experience and qualifications of the licence holder. Such a conversion will be based on a conversion report published by the CAA.

(7) The holder of a BPL with a commercial operation rating issued on or before 30 September 2025 will be deemed to hold:

(a) a commercial non-passenger operation rating where the pilot complies with point BFCL.215 of Annex III;

(b) a commercial passenger operation rating where the pilot complies with point BFCL.220 of Annex III.

(8) If, on 30 September 2025:

(a) the holder of a commercial operation rating has the privilege to operate a particular group of hot-air balloons on commercial passenger operations, the holder is considered to meet the flight experience requirements of point BFCL.220(d)(1) of Annex III with respect to that group;

(b) the holder of a Flight Examiner (Balloons) certificate has the privilege to examine applicants for a commercial operation rating in a particular class or group of balloon, the holder is considered to have complied with the flight experience requirements of BFCL.415 with respect to that class or group.".

Amendment of Annex 3 to Commission Regulation (EU) 2018/395

16.—(1) Annex 3 (requirements for balloon flight crew licensing (part-BFCL)) is amended as follows.

(2) In Subpart GEN (general requirements)—

(a) in point BFCL.015 (application for and issue, revalidation and renewal of a BPL as well as associated privileges, ratings and certificates), in point (g), for the words "or assessment of competence" substitute ", assessment of competence, or for mixed balloons, a course completion certificate";

(b) for point BFCL.030 (practical skill test) substitute—

"**BFCL.030 Practical skill test**

(a) An applicant for a skill test must be recommended for that test, once that training is completed, by either:

(i) the ATO or DTO responsible for the applicant's training; or

(ii) the FI(B) responsible for the applicant's training.

(b) The applicant's training records must be provided to the examiner by the ATO, DTO or FI(B) responsible for the training.";

(c) for point BFCL.035 (crediting of flight time) substitute—

"**BFCL.035 Crediting of flight time**

(a) Applicants for a BPL or an associated privilege, rating or certificate will be fully credited with all solo, dual instruction or PIC flight time on balloons towards the requirement of a total flight time for the licence, privilege, rating or certificate.

(b) As provided for in BFCL.130(b), applicants may be credited with flight time in a balloon during which they have accompanied a qualified BPL holder in accordance with that point.".

(3) In Subpart BPL (balloon pilot licence)—

(a) in point BFCL.115 (BPL – privileges and conditions), for point (a)(2) substitute—

"(2) in commercial operations, except commercial passenger ballooning, if the licence includes a commercial non-passenger operation rating in accordance with point BFCL.215 of Subpart ADD of this Annex;

(3) in commercial operations, including commercial passenger ballooning, if the licence includes a commercial passenger operation rating in accordance with point BFCL.220 of Subpart ADD of this Annex.";

(b) for point BFCL.130 (BPL – training course and experience requirements) substitute—

"BFCL.130 BPL – Training course and experience requirements

Applicants for a BPL must complete a training course at an ATO or a DTO, or under the supervision of an FI(B). The course must be tailored to the privileges sought and must include:

(a) theoretical knowledge as specified in point BFCL.135(a);

(b) at least 16 hours of flight time in either a hot-air balloon within group A of that class, or a gas balloon, including at least:

(1) 4 hours of dual flight instruction completed over at least 4 flights;

(2) 10 inflations, 20 take-offs and 20 landings; and

(3) one solo flight with a flight time of at least 30 minutes supervised by an FI(B).

12 of the 16 hours of flight time required may consist of flights in which the applicant accompanies a BPL holder, who has a minimum of 50 hours flight time as PIC and who acts as PIC, for the purposes of practising appropriate balloon flying techniques;

(c) in the case of qualifying to fly hot-air balloons, at least two tethered flights, with the final tethered flight supervised and signed off as satisfactory by the holder of an FI(B) certificate.";

(c) in point BFCL.135 (BPL – theoretical knowledge examination)—

(i) for points (b)(2) and (3) substitute—

"(2) The applicant must only take the theoretical knowledge examination if recommended by the FI(B), ATO or DTO responsible for the applicant's training and once the applicant has completed the appropriate elements of the training course of theoretical knowledge instruction to a satisfactory standard.

(3) The recommendation by the FI(B), ATO or DTO will be valid for 12 months. If the applicant fails to take at least one theoretical knowledge examination paper within those 12 months, the need for further training will be determined by the FI(B), ATO or DTO, based on the needs of the applicant.".

(ii) in point (c)(4)—

(aa) in the first sentence, after "DTO" insert "or with an FI(B)";

(bb) for the second sentence substitute "The extent and scope of the training will be based on the needs of the applicant.";

(d) in point BFCL.150 (BPL – extension of privileges to another balloon class or group)—

(i) in point (c)(1), for the words "or a DTO" substitute ", a DTO or with an FI(B)";

(ii) in point (d)(2), after "(c)(1), the" insert "instructor, or the";

(iii) for point (e) substitute—

"(e) The privileges of the BPL will, on application, be extended to the mixed balloon class if:

(1) the BPL includes hot-air balloon privileges, and

(2) the holder has completed a course of theoretical knowledge on mixed balloons.";

(e) in point BFCL.160 (BPL – recency requirements)—

(i) in point (a)—

(aa) in the first sentence, for the words from "shall" to "relevant" substitute "must only exercise the privileges of that licence where the holder has completed in a single";

(bb) in point (1), for point (i) substitute—

"(i) within the last 13 months before the planned flight, at least 5 flights, each of not less than 5 minutes in duration, as PIC or flying dual or solo under the supervision of an FI(B); and";

(cc) in point (2), after "point (c)" insert "(3)";

(ii) for point (b) substitute—

"(b) In addition to the requirements in point (a), a pilot who is qualified to fly more than one class of balloon may exercise pilot privileges in respect of the additional balloon class where the pilot has met the relevant criteria, as follows:

(1) with the exception of the mixed balloon class, within the last 24 months the pilot has completed at least three flights or three hours of flight time, as PIC or flying dual or solo under the supervision of an FI(B), on the additional balloon class;

(2) where the additional balloon class is the mixed balloon class:

(i) the pilot is in compliance with point (a) or (b)(1) with respect to the hot-air balloon class; and

(ii) within the last 5 years has completed a course of theoretical knowledge training for the mixed balloon class.";

(iii) for point (c) substitute—

"(c) A BPL holder who does not comply with the requirements in paragraph (a)(1) and, if applicable, (b), before resuming the exercise of licence holder privileges, must:

(1) if not in compliance with the flights described in point (a)(1)(i) or (b), conduct the remainder of the required flights or flight time as applicable under the supervision of an FI(B); or

(2) if not complying with point (a)(1)(ii), conduct a training flight with an FI(B);

(3) if not complying with any of the activities described in point (a)(1), pass a proficiency check with an FE(B) in a balloon that represents the relevant class.";

(iv) in the first sentence of point (d), for the words from "shall" to "her" substitute "must exercise";

(v) in point (d)(i), after "paragraph (c)" insert "(3)";

(vi) for point (e) substitute—

"(e) The completion of the dual flights, the flights under supervision and the training flight as specified in points (a)(1), (b), (c)(1) and (c)(2), as well as the proficiency check as specified in point (c)(3), must be entered in the logbook of the pilot and signed by, in the case of points (a)(1), (b), (c)(1) and (c)(2), the responsible FI(B) and, in the case of point (c)(3), the responsible FE(B).";

(vii) in point (f)—

(aa) in the first sentence, after "commercial" insert "non-passenger";

(bb) for points (1) and (2) substitute—

"(1) point (a) and, if applicable, (b), where the holder has completed a skill test in accordance with point BFCL.215(b)(4) in the relevant balloon class within the last 24 months; or

(2) point (a)(1)(ii), where the holder has completed one of the two training flights with an FI(B) as specified in point BFCL.215(ba) in the relevant balloon class within the last 24 months.";

(viii) after point (f) insert—

"(g) A BPL holder, who also holds the privileges for commercial passenger operations as specified in point BFCL.220 of Subpart ADD of this Annex, is deemed to comply with the requirements of:

(1) point (a) and, if applicable, (b) where the holder has completed a proficiency check in accordance with point BFCL.220(d)(3)(i) or (ii) in the relevant balloon class or classes within the last 24 months; or

(2) point (a)(1)(ii), where the holder has completed the supervised flight as specified in point BFCL.220(d)(2)(ii) in the relevant balloon class within the last 24 months.

In the case of the hot-air balloon class, limitations specified in point (d), concerning the privileges to operate different classes of balloons, apply, depending on the balloon class used for complying with points (f)(1) or (f)(2).".

(4) In Subpart ADD (additional ratings)—

(a) omit point BFCL.200 (tethered hot-air balloon flight rating);

(b) in point BFCL.215 (commercial operation rating)—

(i) in the heading, after "Commercial" insert "non-passenger";

(ii) in point (a), after both occurrences of "commercial" insert "non-passenger";

(iii) in point (b)—

(aa) in the first sentence, after "commercial" insert "non-passenger";

(bb) in point (4), after "commercial" insert "non-passenger";

(iv) after point (b) insert—

"(ba) On or after 1 October 2027 applicants for a commercial non-passenger operation rating will also be required to have completed a commercial non-passenger operation rating training course at an ATO or DTO, which must include a ground training course and at least two training flights with an FI(B) who holds either a commercial non-passenger operation rating or a commercial passenger operation rating.";

(v) in point (c)—

(aa) after "commercial" insert "non-passenger";

(bb) in the first sentence, for "paragraph (b)(3)", substitute "point (b)(4)";

(cc) in the second sentence, for "paragraph" substitute "points".

(vi) omit points (d) to (h);

(c) after point BFCL.215 insert—

"**BFCL.220 – Commercial passenger operation rating**

(a) A BPL holder may exercise the privileges of the holder's licence on commercial passenger operations only if the pilot holds a commercial passenger operation rating in accordance with this point.

(b) An applicant for a commercial passenger operation rating must have:

(1) attained the age of 18 years;

(2) completed 100 hours of flight time and 100 take-offs and landings as PIC on balloons;

(3) the privileges for the class of balloon in which the privileges of the commercial passenger operation rating will be exercised;

(4) on or after 1 October 2027, completed a commercial passenger operation rating training course at an ATO or DTO, which must include at least two flights with an FI(B) who holds a commercial passenger operation rating, and a ground course which must include at least six hours of theoretical knowledge instruction; and

(5) passed a skill test on the relevant class of balloon during which the holder must demonstrate, to an FE(B), the competence required for commercial passenger balloon operations.

(c) The privileges of the commercial passenger operation rating will be limited to the class of balloon in which the skill test has been completed. The privileges will be extended upon application to another class of balloon if, in respect of that other class, the applicant complies with points (b)(3) and (b)(5).

(d) A pilot who holds a commercial passenger operation rating may only exercise the privileges of that rating after completing:

(1) prior to the planned flight:

(i) for commercial passenger ballooning in hot-air balloon group A, or gas balloon, or mixed balloon, or hot-air airship: 100 hours as PIC in balloons;

(ii) for commercial passenger ballooning in hot-air balloon group B: 110 hours as PIC in balloons, of which at least 10 hours must be commercial passenger ballooning flights in hot-air balloons in group A;

(iii) for commercial passenger ballooning in hot-air balloon group C: 200 hours as PIC in balloons, of which at least 20 hours must be commercial passenger ballooning flights in hot-air balloons in groups A and B combined. At least 10 of those 20 hours must be in group B;

(iv) for commercial passenger ballooning in hot-air balloon group D: 300 hours as PIC in balloons, of which at least 30 hours must be commercial passenger ballooning flights in hot-air balloons in groups A, B and C combined. At least 10 of those 30 hours must be in group C;

(2) within 180 days preceding the planned flight:

(i) at least three flights as PIC in balloons, of which at least one must be in a balloon of the relevant class; or

(ii) one flight as PIC in a balloon of the relevant class under the supervision of an FI(B) who is qualified in accordance with this point;

(3) prior to the planned flight:

(i) on or after 1 October 2026, for pilots who have passed the skill test within 24 months before the planned flight: within 13 months preceding the planned flight, a proficiency check, in a balloon of the relevant class, during which the pilot must demonstrate to an FE(B) the competence required for commercial passenger ballooning;

(ii) for pilots who have passed the skill test more than 24 months before the planned flight: within the 24 months preceding the planned flight, a proficiency check, in a balloon of the relevant class, during which the pilot must demonstrate to an FE(B) the competence required for commercial passenger ballooning; and

(4) on or after 1 October 2030, within 60 months preceding the planned flight: a training course at an ATO or a DTO, tailored to the competence required for commercial passenger ballooning operations, including at least six hours of theoretical knowledge instruction.

(e) To maintain the privileges of the commercial passenger operation rating for all balloon classes, a pilot who holds a commercial passenger operation rating with privileges extended to more than one class of balloons must have completed a proficiency check in any balloon class within the relevant period specified in point (d)(3).

(f) A pilot who complies with point (d) and holds a commercial passenger operation rating for the hot-air balloon class may exercise those privileges in the hot-air balloon class only on balloons that represent:

(i) the same group of hot-air balloon in which the proficiency check was passed as specified in point (d)(3); or

(ii) a hot-air balloon group with a smaller envelope size.

(g) The completion of the flight under supervision as specified in point (d)(2)(ii), the proficiency check as specified in point (d)(3) and the training course as specified in point (d)(4) must be entered in the logbook of the pilot and signed by:

(1) for the flight under supervision, the relevant FI(B);

(2) for the proficiency check, the relevant FE(B);

(3) for the training course, the head of training at the relevant ATO or DTO.

(h) A pilot who has completed an operator proficiency check in accordance with point BOP.ADD.315 of Annex II (Part-BOP) will be deemed to comply with point (d)(3). ".

(5) In Subpart FI (flight instructors), in point BFCL.315 (FI(B) certificate – privileges and conditions), in point (a)—

(a) in point (2), for "hours of flight time" substitute "flights";

(b) in point (3)—

(i) omit "or a tethered flight rating";

(ii) at the end of the point, omit "and";

(c) at the end of point (4)(ii), omit the full-stop and insert—

";

(5) a commercial non-passenger operation rating, provided that the applicant has received specific training in providing instruction for the relevant rating at an ATO or at a DTO; and

(6) a commercial passenger operation rating, provided that the applicant has received specific training in providing instruction for the relevant rating at an ATO or at a DTO, and has undertaken a minimum of 50 hours as PIC of commercial passenger ballooning flights."

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(6) In Subpart FE (flight examiners)—

(a) in point BFCL.415 (FE(B) certificate – privileges and conditions)—

(i) for point (a) substitute —

"(a) skill tests and proficiency checks for the BPL and skill tests for the extension of the privileges to another balloon class, provided that the applicant:

(1) has completed 500 hours of flight time as PIC on balloons, including 50 hours of flight instruction covering the full syllabus of a BPL training course; and

(2) for the extension of privileges to another class, has completed 25 flights and 50 hours of flight time as PIC on that class of balloon;";

(ii) for point (b) substitute—

"(b) skill tests and proficiency checks for the commercial non-passenger operation rating specified in point BFCL.215, provided that the applicant has:

(1) completed at least 500 hours of flight time as PIC of balloons, of which:

(i) at least 100 hours must be as PIC of commercial non-passenger ballooning or commercial passenger ballooning operations; and

(ii) at least 50 hours must be as PIC of commercial non-passenger ballooning or commercial passenger ballooning operations in the relevant, or larger, hot-air size group concerned; and

(2) received training tailored to the examiner privileges during an examiner standardisation course in accordance with point BFCL.430;

(ba) skill tests and proficiency checks for the commercial passenger operation rating specified in point BFCL.220 provided that the applicant has:

(1) completed at least 500 hours of flight time as PIC of balloons, of which:

(i) at least 200 hours must be as PIC of commercial passenger ballooning operations; and

(ii) at least 100 hours must be as PIC of commercial passenger ballooning operations on the group concerned (or on the group concerned and on larger groups combined); and

(2) received specific training during an examiner standardisation course in accordance with point BFCL.430;";

(iii) in point (c)(1), for "350 hours of flight time as pilot" substitute "500 hours of flight time as PIC";

(b) in point BFCL.460 (FE(B) certificate – validity, revalidation and renewal), in point (b)(2)—

(i) for "an examiner" substitute "a Senior Examiner (Balloons) (SE(B))";

(ii) omit the words from "specifically authorised" to the end of the sentence;

(c) after point BFCL.460, insert—

"BFCL.470 Senior examiner certificate for balloons – SE(B)

The CAA will appoint, where required, Senior Examiners (Balloons). An SE(B) must hold a valid FE(B) certificate appropriate to the privileges being granted. An SE(B) will be authorised to assess the competence of an FE(B) and oversee the validity, revalidation and renewal of FE(B) certificates.".

CHAPTER 4

Amendment of Commission Implementing Regulation (EU) 2018/1976

Amendment of Commission Implementing Regulation (EU) 2018/1976

17. Commission Implementing Regulation (EU) 2018/1976 of 14 December 2018 laying down detailed rules for the operation of sailplanes as well as for the flight crew licensing for sailplanes pursuant to Regulation (EU) 2018/1139 of the European Parliament and of the Council(**a**) is amended in accordance with regulations 18 to 21.

Amendment of Article 2 of Commission Implementing Regulation (EU) 2018/1976

18. In Article 2 (definitions), at the end of paragraph (14), omit the full stop and insert—

";

(15) 'Gliding Club' means any member club of the British Gliding Association (BGA).".

Amendment of Article 3a of Commission Implementing Regulation (EU) 2018/1976

19. In Article 3a (pilot licences and medical certification), in paragraph 3(c), after "declared training organisation ('DTO')" insert "or a Gliding Club".

Amendment of Article 3b of Commission Implementing Regulation (EU) 2018/1976

20. In Article 3b (existing pilot licences and national medical certificates), in paragraph 3—

(a) for "By that date, the CAA" substitute "The CAA";

(b) omit "that complies with the requirements of Article 4(4) and (5) of Regulation (EU) No 1178/2011".

Amendment of Annex 3 to Commission Implementing Regulation (EU) 2018/1976

21.—(1) Annex 3 (requirements for sailplane flight crew licensing (Part-SFCL)) is amended as follows.

(2) In Subpart Gen (general requirements)—

(a) in point SFCL.015 (application for and issue, revalidation and renewal of an SPL as well as associated privileges, ratings and certificates)—

(i) in point (a)(1)(iii), after "certificate" insert "or sailplane basic instructor ('BI(S)') certificate";

(**a**) EUR 2018/1976, amended by S.I. 2020/1116, 2021/10, 2022/637 and 2023/588. There are other amendments but none are relevant.

(ii) for point (g) substitute—

"(g) Following successful completion of the skill test or assessment of competence, applicants must apply for the issue of an SPL and associated ratings, privileges or certificates.

(h) The validity period of any associated ratings, privileges or certificates will be based on the date of the initial skill test or assessment of competence.";

(b) in point SFCL.030 (practical skill test)—

(i) in both occurrences of "shall" substitute "must";

(ii) in the first sentence, for "or the DTO" substitute ", the DTO or the Gliding Club";

(iii) in the second sentence, for "or DTO" substitute ", the DTO or the Gliding Club".

(3) In Subpart SPL (sailplane pilot licence ('SPL'))—

(a) in point SFCL.115 (SPL – privileges and conditions), in point (a)(2)(ii)(B), after "FI(S)" insert "or BI(S)";

(b) in point SFCL.130 (SPL – training course and experience requirements), in point (a), for "or a DTO" substitute ", a DTO, or a Gliding Club";

(c) in point SFCL.135 (SPL – theoretical knowledge examination)—

(i) omit point (a)(2)(iii);

(ii) in point (b)(2), for "or the DTO" substitute ", the DTO or the Gliding Club";

(iii) for point (b)(3), for both instances of "or the DTO" substitute ", the DTO or the Gliding Club";

(iv) for point (c)(1) and (2) substitute—

"(1) A pass in a theoretical knowledge examination subject paper ('subject paper') is to be awarded when the applicant achieves at least 75 % of the marks allocated to that subject paper.

(2) An applicant completes all the theoretical knowledge examination requirements where that applicant has achieved a pass in all subject papers on or within 18 months of the date of achieving a pass on the most recent subject paper.";

(v) omit point (c)(3);

(vi) for point (c)(4) substitute—

"(4) Before retaking a subject paper, an applicant must undertake further training at an ATO, a DTO or a Gliding Club. The extent and scope of the training needed must be determined by the ATO, the DTO or the Gliding Club, based on the needs of the applicant." ;

(vii) in point (d), for "24" substitute "36";

(d) in point SFCL.150 (sailplane and TMG privileges)—

(i) in points (b)(1) and (e)(1), for "or a DTO" substitute ", a DTO or a Gliding Club";

(ii) in point (f), for "or the DTO" substitute ", the DTO or the Gliding Club";

(e) in point SFCL.155 (SPL – launching methods), in point (b), for "or the DTO" substitute ", the DTO or the Gliding Club".

(4) In Subpart ADD (additional ratings and privileges)—

(a) in point SFCL.200 (aerobatic privileges)—

(i) in point (b)(2)(ii), for "or a DTO" substitute ", a DTO or a Gliding Club";

(ii) in point (c)(2)(ii), for "or a DTO" substitute ", a DTO or a Gliding Club";

(iii) in point (f), for "or the DTO" substitute ", the DTO or the Gliding Club";

(b) in point SFCL.205 (sailplane towing and banner towing rating)—

(i) for the heading, substitute "banner towing rating";

(ii) in point (a) omit "sailplanes or" and "sailplane towing or";

(iii) omit point (b);

(iv) in point (d) omit "sailplane towing rating or a" and "sailplane towing or";

(v) in point (d)(1) omit "the sailplane towing or";

(vi) in point (d)(2) omit "sailplane towing or";

(vii) in point (e)—

(aa) omit "(b)(2),";

(bb) for "or the DTO" substitute ", the DTO or the Gliding Club,";

(viii) in point (f), omit "sailplane towing or";

(ix) omit point (g);

(c) for point SFCL.210 (TMG night rating), in point (b), for "or a DTO" substitute ", a DTO or a Gliding Club";

(d) in point SFCL.215 (sailplane cloud flying privileges)—

(i) in point (b)(2), for "or a DTO" substitute ", a DTO or a Gliding Club";

(ii) in point (d), for "or the DTO" substitute ", the DTO or the Gliding Club".

(5) In Subpart FI (flight instructors)—

(a) in Section 1 (general requirements), in point SFCL.300 (flight instructor certificate)—

(i) at the end of point (a)(1)(i), after ";" insert "and";

(ii) in point (a)(1)(ii), after "certificate" insert "or a sailplane basic instructor (BI(S)) certificate";

(b) in Section 2 (flight instructor certificate for sailplanes – FI(S))—

(i) in the heading, after "FI(S)" insert "and BI(S)";

(ii) before point SFCL.315 (FI(S) certificate – privileges and conditions) insert—

"**SFCL.310 BI(S) certificate – Requirements and privileges**

(a) Applicants for a BI(S) certificate must:

(1) be at least 16 years of age;

(2) comply with the requirements of point (a)(1)(i) and (a)(2) of point SFCL.300;

(3) have completed 50 hours as PIC on sailplanes;

(4) have completed a BI(S) certificate training course in accordance with point SFCL.330; and

(5) have passed an assessment of competence in accordance with point SFCL.340.

(b) The privileges of the BI(S) certificate are to conduct instruction in the following flight exercises towards the issue of an SPL:

(1) familiarisation with the sailplane;

(2) emergency procedures;

(3) initial air experience;

(4) effects of controls.";

(iii) in point SFCL.315 (FI(S) certificate – privileges and conditions)—

(aa) in point (a)(3)(i), for "aerotow launch" substitute "aerotow or self-launch";

(bb) in point (a)(4)(iii), for "or the DTO" substitute ", the DTO or the Gliding Club";

(cc) in point (a)(5), omit "or the sailplane towing";

(dd) in point (a)(5)(i), for "holds advanced aerobatic privileges in accordance with point SFCL.200(c)" substitute "holds the aerobatic privilege for which flight instruction will be provided in accordance with SFCL.200(b) and (c)";

(ee) in points (a)(5)(ii), (a)(6)(ii) and (a)(7)(ii) for "or a DTO" substitute ", a DTO or a Gliding Club";

(ff) in point (a)(7)(i), for "at least 50 hours or 150 launches of flight instruction" substitute "flight instruction for at least 50 hours or 150 launches";

(gg) at the end of point (a)(7)(ii), omit the full-stop and insert—

";

(8) a BI(S) certificate, provided that the applicant has:

(i) completed flight instruction for at least 50 hours or 150 launches in sailplanes;

(ii) demonstrated to a qualified FI(S), the ability to instruct for the BI(S) certificate in accordance with the procedures established by the CAA, where "qualified FI(S)" means an FI(S) qualified in accordance with point (a)(7) and nominated by the head of training of the ATO, the DTO or the Gliding Club.";

(hh) before point (b) insert—

"(ab) Applicants who have met the requirements of point (a)(7) are entitled to instruct towards the issue of a BI(S) certificate.";

(iv) in point SFCL.320 (FI(S) certificate – prerequisites and requirements), for "or a DTO" substitute ", a DTO or a Gliding Club";

(v) in point SFCL.325 (FI(S) competencies and assessment)—

(aa) in the heading, after "FI(S)" insert "and BI(S)";

(bb) in the first sentence, for "shall" substitute "or a BI(S) certificate must";

(vi) in point SFCL.330 (FI(S) – training course)—

(aa) in the heading, for "– Training course" substitute "and BI(S) – Training courses";

(bb) for point (a) substitute—

"(a) In the 12 months before the start of the training course for a FI(S) or BI(S) certificate, an applicant for that certificate must have passed a pre-entry assessment at an ATO, a DTO or a Gliding Club to assess their ability to undertake the course.";

(cc) in point (b)(1)(iv), for "20 launches of flight instruction" substitute "flight instruction for 20 launches";

(dd) after point (b)(2), insert—

"(ba) The BI(S) training course must include:

(1) on sailplanes, excluding TMGs:

(i) the competencies specified in point SFCL.325;

(ii) 4 hours of theoretical knowledge training covering teaching and learning; and

(iii) at least 1 hour, of which a maximum of 30 minutes may be completed in TMGs, including flight instruction for at least 6 launches.";

(ee) in point (c), after "(b)(1)(ii)" insert "and (ba)(1)(ii)";

(vii) after point SFCL.330 (FI(S) – training courses) insert—

"**SFCL.340 BI(S) – Assessment of Competence**

(a) An applicant for the issue of a BI(S) certificate must pass an assessment of competence with an examiner qualified in accordance with point SFCL.415(bb) or SFCL.415(c).

(b) The assessment must include:

(1) the demonstration of the competencies described in point SFCL.325, during pre-flight, post-flight and theoretical knowledge instruction;

(2) oral theoretical examinations on the ground, pre-flight and post-flight briefings, and in-flight demonstrations in sailplanes;

(3) exercises adequate to evaluate the instructor's competencies.

(c) The assessment of competence for the initial issue of a BI(S) certificate must be conducted in sailplanes, excluding TMG.";

(viii) in point SFCL.350 (FI(S) – restricted privileges)—

(aa) in point (a), for "or the DTO" substitute ", the DTO or the Gliding Club";

(bb) in point (a)(4) omit "sailplane towing or";

(cc) in point (c), for "at least 15 hours or 50 launches of flight instruction" substitute "flight instruction for at least 15 hours or 50 launches";

(ix) after point SFCL.350 (FI(S) – restricted privileges) insert—

"**SFCL.355 BI(S) – Privilege limitations**

(a) A BI(S) certificate holder's privileges are limited to conducting flight instruction under the supervision of an unrestricted FI(S) certificate holder nominated by the ATO, the DTO or the Gliding Club.";

(x) in point SFCL.360 (FI(S) certificate – recency requirements)—

(aa) in point (a)(1)(i), after "a DTO," insert "a Gliding Club,";

(bb) in point (a)(2), for "or a DTO" substitute ", a DTO or a Gliding Club";

(xi) after point SFCL.360 (FI(S) certificate – recency requirements) insert—

"**SFCL.365 BI(S) – Recency requirements**

(a) Except as provided for by point (b), a BI(S) certificate holder is only entitled to exercise the privileges of their certificate if, within two years before the planned exercise of those privileges, they have:

(1) completed at least 20 hours, or 40 launches, as PIC in a sailplane; and

(2) demonstrated the ability to instruct on sailplanes to the holder of an FI(S) certificate who is qualified in accordance with point SFCL.315(a)(7) or SFCL.315(a)(8) in accordance with the procedures established for that purpose by the CAA.

(b) If the BI(S) certificate holder has failed to meet the requirements of paragraph (a)(2), they can exercise the privileges of the certificate if they have successfully completed an assessment of competence in accordance with point SFCL.340.".

(6) In Subpart FE (flight examiners)—

(a) in point SFCL.415 (FE(S) certificate – privileges and conditions)—

(i) in point (a), for "150 hours or 300 launches of flight instruction" substitute "flight instruction for150 hours or 300 launches";

(ii) after point (b) insert—

"(bb) an assessment of competence for the BI(S) certificate provided that the applicant has privileges to instruct for a BI(S), or an FI(S), certificate and has completed, on sailplanes, excluding TMGs, 300 hours of flight time as a pilot, including flight instruction for at least 150 hours or 300 launches;";

(iii) in point (c), after "issue of FI(S)" insert "and BI(S)";

(b) in point SFCL.430 (FE(S) certificate – standardisation course), in point (a), for "or a DTO" substitute ", a DTO or a Gliding Club";

(c) in point SFCL.460 (FE(S) certificate – validity, revalidation and renewal), in point (b)(1), for "or a DTO" substitute ", a DTO or a Gliding Club".

PART 3

Corrections

Amendment of Commission Regulation (EU) No 748/2012

22.—(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(**a**) is amended as follows.

(2) In Article 8 (design organisations), in paragraph 4, for "21.B.433(d)(1)" substitute "21.B.433(e)(1)".

(3) In Annex 1 (part 21 certification of aircraft and related products, parts and appliances, and of design and production organisations)—

(a) in Section A (technical requirements)—

(i) in Subpart B (type-certificates and restricted type-certificates), in point 21.A.65 (continuing structural integrity for aeroplane structures), for "holder of a type-certificate" substitute "holder of the type-certificate";

(ii) in Subpart G (production organisation approval)—

(aa) in point 21.A.145 (resources), in point (c)(1), for "date" substitute "data";

(bb) in point 21.A.165 (obligations of the holder), in points (c)(2) and (c)(4), for "an CAA Form 1" substitute "a CAA Form 1";

(iii) in Subpart J (design organisation approval)—

(aa) for the heading of point 21.A.243 substitute—

"**21.A.243 Handbook**";

(bb) in point 21.A.259 (duration and continued validity), in point (b), for "production organisation" substitute "design organisation";

(cc) in point 21.A.265 (obligations of the holder), in point (h), for "CAA.21.J.[XXXX]" substitute "UK.21.J.[XXXX]";

(iv) in Subpart M (repairs), in point 21.A.432C (application for a repair design approval), in points (b)(3) and (b)(4), for "APU ETSO" substitute "APU UKTSO";

(v) in Subpart P (permit to fly), in point 21.A.709 (application for approval of flight conditions), in point (a)(2), for "by that authority" substitute "by the CAA";

(b) in Section B (procedures for the CAA), in Subpart O (United Kingdom technical standard order authorisations), for the heading of point 21.B.480 substitute—

"**21.B.480 Issuance of a UKTSO authorisation**".

Signed by authority of the Secretary of State for Transport

Mike Kane
Parliamentary Under Secretary of State
Department for Transport

14th July 2025

(**a**) EUR 2012/748, amended by S.I. 2019/645, 2020/1116, 2023/588 and 2024/1290. There are other amendments but none are relevant.

EXPLANATORY NOTE

(This note is not part of the Regulations)

These Regulations amend assimilated EU law in the field of aviation safety using powers conferred by Regulation (EU) 2018/1139 of 4 July 2018 on common rules in the field of civil aviation.

Part 2, Chapter 1 amends Commission Regulation (EU) No 1178/2011 (requirements and administrative procedures related to civil aviation aircrew) ('the Aircrew Regulation').

Regulation 3 prevents the CAA from issuing new Light Aircraft Pilot's Licences (Aeroplanes) under the Aircrew Regulation after the commencement date of these Regulations.

Regulation 4 amends the CAA's powers to authorise pilots to exercise flight privileges.

Regulation 5 permits Gliding Clubs to provide training for Sailplane Pilot Licences issued under the Commission Implementing Regulation (EU) 2018/1976, and these Regulations remove references to sailplanes throughout the Aircrew Regulation.

Regulation 6 aligns class rating systems, differences in training requirements, revalidation and renewal processes between aeroplane licences and simplifies the training and knowledge requirements, and amends the privileges for licence holders, instructors and examiners.

In addition, regulations 7 to 9 set out the theoretical knowledge requirements in circumstances when the holder of a National Private Pilot Licence (Aeroplanes) (NPPL(A)) wishes to obtain a Part-FCL Private Pilot Licence (Aeroplanes) (PPL(A)); amend the requirements for training bodies in relation to their training fleet and require the Head of Training at the approved training organisation ('ATO') and the declared training organisation ('DTO') to make safety assessments for non-Part 21 aircraft, instead of the CAA.

Part 2, Chapter 2 amends articles 2 and 6 of, and Annexes 1 and 7 to, Commission Regulation (EU) No 965/2012 (technical requirements and administrative procedures related to air operations) ('the Air Operations Regulation') to strengthen regulation of cost-shared flights. Specifically, regulations 11 and 12 clarify the definition of 'direct costs' and how these costs may be shared between the passengers and the pilot of a cost-shared flight and regulation 13 amends Annex 1 to make a correction to an earlier amendment to the Air Operations Regulation and amends Annex 7 to update the requirements with which cost-shared flights must comply, including provision regarding requirements for the advertisement and promotion of cost-shared flights.

Part 2, Chapter 3 amends Commission Regulation EU 2018/395 (rules for the operation of balloons as well as for the flight crew licensing of balloons) ('the Balloon Regulation').

Regulation 15 makes provision for a Private Pilot's Licence (Balloons and Airships) (PPL(BA)) issued under the Air Navigation Order 2016 to be deemed equivalent to the Balloon Pilot Licence ('BPL') issued under the Balloon Regulation and enables the CAA to convert a Commercial Pilot's Licence (Balloons) (CPL(B)) to either a commercial non-passenger operation rating or a commercial passenger operation rating. Regulation 15 also removes provisions regarding national pilot medical certificates.

Regulation 16 makes changes to requirements for balloon flight crew licensing in Annex 3. Specifically, it amends requirements in relation to the administration of practical skill tests; the crediting of flight time towards a BPL and it updates the practical and theoretical training required for different operation ratings, including the new commercial passenger operation rating. It also updates recency requirements to specify the amount of experience required during a set period prior to exercising privileges under the different ratings.

Part 2, Chapter 4 amends Commission Implementing Regulation (EU) 2018/1976 (laying down detailed rules for the operation of sailplanes as well as for the flight crew licensing for sailplanes) ('the Sailplanes Regulation').

Regulation 18 defines ‘Gliding Club’. This links to the changes to the Aircrew Regulation in regulation 5 which afford Gliding Clubs the same privileges as an ATO and a DTO in respect of the provision of knowledge and flight training without having to apply to the CAA for a separate approval.

Regulation 19 affords Gliding Clubs the privilege to provide recommendations for training credits for unsupervised student pilots who follow a sailplane pilot licence (‘SPL’) training course.

Regulation 20 removes from the Sailplanes Regulation references to repealed regulations within the Aircrew Regulation.

Regulation 21 amends Annex 3 (requirements for sailplane flight crew licensing (Part-SFCL)) to remove the requirement for the Sailplane Towing Rating when conducted in Touring Motor Glider Class of aircraft. This aligns with the amendments to Part-FCL of the Aircrew Regulation. In addition, this regulation introduces a new instructor qualification, the Basic Instructor (BI(S)) Certificate, and includes the privileges, assessment of competency and recency requirements.

Part 3 amends Commission Regulation (EU) No 748/2012 (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) to correct erroneous references and clarify some requirements.

A full impact assessment has not been produced for this instrument as no, or no significant, impact on the private, voluntary or business sectors is foreseen. An Explanatory Memorandum has been published alongside this Order and is available at www.legislation.gov.uk.

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