



2025/134

29.1.2025

**COMMISSION IMPLEMENTING REGULATION (EU) 2025/134**  
**of 28 January 2025**  
**amending Regulation (EU) No 1178/2011 as regards the introduction of a gyroplane pilot licence**  
**(Text with EEA relevance)**

THE EUROPEAN COMMISSION,

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

Having regard to 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 <sup>(1)</sup>, and in particular Articles 23(1) and 27(1) thereof,

Whereas:

- (1) Commission Regulation (EU) No 1178/2011 <sup>(2)</sup> lays down the requirements for pilots who are involved in the operation of aircraft as specified in points (b)(i) and (ii) of Article 2(1) of Regulation (EU) 2018/1139.
- (2) The ongoing development of gyroplanes, that fall within the scope of Regulation (EU) 2018/1139 due to a maximum certificated take-off mass exceeding 600 kg, makes it necessary to include flight crew licensing requirements for gyroplane pilots in Regulation (EU) No 1178/2011. Since the development of a comprehensive framework for commercial gyroplane operation will take more time, for the time being such requirements should only address non-commercial pilot privileges.
- (3) The new Union regulatory framework for gyroplane flight crew licensing should, where possible, consider standards and best practices established in national gyroplane licensing requirements and should also provide for credits for holders of national gyroplane pilot licences, when seeking a Union gyroplane pilot licence.
- (4) To support the implementation of Union gyroplane flight crew licensing requirements and especially the qualification of the first Union gyroplane instructors, for a limited period of time and under certain conditions, it should be possible for applicants for a Union gyroplane pilot licence and associated ratings and certificates to receive credits on the basis of a credit report, provided that they hold, or have commenced training for the issue of, the relevant national gyroplane licence and associated ratings or certificates.
- (5) Holders of Union gyroplane pilot licences should, for non-commercial operation without remuneration, be required to hold the same aero-medical certificate as private pilots for other aircraft categories in accordance with Regulation (EU) No 1178/2011.
- (6) The requirements for competent authorities and training organisations should be adapted, where necessary to include training and licensing for gyroplane pilots.
- (7) Regulation (EU) No 1178/2011 should therefore be amended accordingly.

<sup>(1)</sup> OJ L 212, 22.8.2018, p. 1, ELI: <http://data.europa.eu/eli/reg/2018/1139/2021-07-25>.

<sup>(2)</sup> Commission Regulation (EU) No 1178/2011 of 3 November 2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 311, 25.11.2011, p. 1 ELI: <http://data.europa.eu/eli/reg/2011/1178/oj>).

- (8) The measures provided for in this Regulation are based on Opinion No 04/2024 <sup>(3)</sup> of the European Union Aviation Safety Agency in accordance with Article 75(2), point (b), and Article 76(1) of Regulation (EU) 2018/1139.
- (9) The measures provided for in this Regulation are in accordance with the opinion of the committee established by Article 127 of Regulation (EU) 2018/1139,

HAS ADOPTED THIS REGULATION:

#### Article 1

Regulation (EU) No 1178/2011 is amended as follows:

- (1) Article 4(2) is replaced by the following:

‘2. Non-JAR-compliant licences including any associated ratings, certificates, authorisations 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. By way of derogation from this paragraph,, Article 4g shall apply to gyroplane pilot licences.’;

- (2) the following Article 4g is inserted:

‘Article 4g

#### **Specific requirements for applicants for a gyroplane pilot licence**

1. Until 18 February 2028, applicants who hold a gyroplane pilot licence and associated ratings and certificates that were issued in accordance with national gyroplane flight crew licensing requirements, or who commenced training in accordance with such requirements, shall receive credits for the purpose of being issued with a gyroplane pilot licence and associated ratings and certificates in accordance with this Regulation, on the basis of a credit report established by a Member State in consultation with EASA. The credit report shall comply with Article 9(3).

2. When establishing a credit report in accordance with paragraph (1), Member States shall:

- (a) solely grant credits for flight time that applicants completed in gyroplanes that have a maximum take-off mass of at least 450 kg;
- (b) for the purpose of issuing a gyroplane pilot licence in accordance with this Regulation, solely grant credits the amount of which does not exceed the credit that may have been granted in accordance with point FCL.210.G(c) of Annex I. In such cases, applicants shall complete the additional flight training at an approved training organisation (ATO) or at a declared training organisation (DTO) in a gyroplane that has been certified in accordance with Regulation (EU) 2018/1139 and the implementing and delegated acts adopted on the basis thereof, before being recommended by the ATO or the DTO for the skill test.’;

- (3) Annex I (Part-FCL) is amended in accordance with Annex I to this Regulation;
- (4) Annex IV (Part-MED) is amended in accordance with Annex II to this Regulation;
- (5) Annex VI (Part-ARA) is amended in accordance with Annex III to this Regulation;
- (6) Annex VIII (Part-DTO) is amended in accordance with Annex IV to this Regulation.

<sup>(3)</sup> <https://www.easa.europa.eu/document-library/opinions/opinion-no-042024>.

*Article 2*

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

It shall apply from 18 February 2026.

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

Done at Brussels, 28 January 2025.

*For the Commission*  
*The President*  
Ursula VON DER LEYEN

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## ANNEX I

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

- (1) in point FCL.010, the following definition is inserted:
 

“gyroplane” means a type of rotorcraft supported in flight by the reactions of the air on up to two rotors, which rotate freely on substantially vertical axes.”;
- (2) point FCL.025 is amended as follows:
  - (a) in point (b), point (4) is replaced by the following:
 

‘(4) If applicants for the issue of a light aircraft pilot licence (LAPL), a private pilot licence (PPL), a basic instrument rating (BIR) or a gyroplane pilot licence (GPL) have failed to pass one of the theoretical knowledge examination papers within four attempts or have failed to pass all papers within the period mentioned in point (b)(2), they shall retake the complete set of theoretical knowledge examination papers.’;
  - (b) in point (c)(1), point (i) is replaced by the following:
 

‘(i) for the issue of a light aircraft pilot licence, a private pilot licence or a gyroplane pilot licence, for a period of 24 months’;
- (3) in point FCL.035(a), a new point (5) is inserted as follows:
 

‘(5) All hours flown in gyroplanes that fall within the scope of Annex I to Regulation (EU) 2018/1139 and which have a maximum certificated take-off mass of at least 450 kg shall be credited in full towards completing the 12 hours of flight time and 12 take-offs and landings in accordance with point FCL.240.G(a) but shall not be credited towards the requirement in point FCL.240.G(a)(1)(ii).’;
- (4) in point FCL.055, point (a) is replaced by the following:
 

‘(a) General. Aeroplane, helicopter, powered-lift aircraft, airship and gyroplane pilots required to use the radio telephone shall not exercise the privileges of their licences and ratings unless they have a language proficiency endorsement on their licence in either in English or the language used for radio communications involved in the flight. The endorsement shall indicate the language, the proficiency level and the validity date, and it shall be obtained in accordance with a procedure established by a competent authority. The minimum acceptable proficiency level is the operational level (Level 4) in accordance with Appendix 2 to this Annex.’;
- (5) in point FCL.060, the introductory sentence of point (b) is replaced by the following:
 

‘(b) Aeroplanes, helicopters, powered-lift aircraft, airships, VTOL-capable aircraft (VCA) and gyroplanes. A pilot shall not operate an aircraft in commercial air transport or for carrying passengers.’;
- (6) the title of Subpart C is replaced by the following:
 

‘SUBPART C – PRIVATE PILOT LICENCE (PPL) AND GYROPLANE PILOT LICENCE (GPL)’;
- (7) point FCL.200 is replaced by the following:
 

**‘FCL.200 Minimum age**

Applicants for a PPL or a GPL shall be at least 17 years old.’;
- (8) point FCL.205 is replaced by the following:
 

**‘FCL.205 Conditions**

  - (a) Applicants for the issue of a PPL shall have fulfilled the requirements for the class or type rating for the aircraft used in the skill test, as established in Subpart H.
  - (b) Applicants for the issue of a GPL shall have fulfilled the requirements for the class or type of aircraft used in the skill test.’;
- (9) point FCL.210 is replaced by the following:
 

**‘FCL.210 Training course**

  - (a) Applicants for a PPL or a GPL shall complete a training course at an ATO or a DTO.
  - (b) The course shall include theoretical knowledge and flight instruction appropriate to the privileges of the PPL or GPL applied for.

- (c) Theoretical knowledge instruction and flight instruction may be completed at a DTO or at an ATO different from the one where applicants have commenced their training.;
- (10) in point FCL.215, the introductory phrase is replaced by the following:  
'Applicants for a PPL or a GPL shall demonstrate a level of theoretical knowledge appropriate to the privileges granted through examinations in the following subjects.:'
- (11) in point FCL.235, point (a) is replaced by the following:  
'(a) Through the completion of a skill test, applicants for a PPL or a GPL shall demonstrate the ability to perform as PIC on the appropriate aircraft category the relevant procedures and manoeuvres with the competency appropriate to the privileges granted.:'
- (12) a new Section 5 is added:

#### **'SECTION 5**

#### ***Specific requirements for the GPL***

#### **FCL.205.G GPL – Privileges**

- (a) The privileges of the holder of a GPL are to act as PIC in gyroplanes:
  - (1) without remuneration in non-commercial operations;
  - (2) performing the carriage of passengers only when they have completed 10 hours of flight time as PIC on gyroplanes after the issuance of the licence.
- (b) Notwithstanding point (a)(1) above, the holder of a GPL with instructor or examiner privileges may receive remuneration for:
  - (1) the provision of flight instruction for the GPL;
  - (2) the conduct of skill tests and proficiency checks for the GPL;
  - (3) the training, testing and checking for the ratings and privileges associated with the instructor's or examiner's licence, as applicable.
- (c) GPL holders shall exercise GPL privileges only if they comply with the applicable recency requirements and only if their medical certificate, appropriate to the privileges exercised, is valid.

#### **FCL.210.G GPL – Experience requirements and crediting**

- (a) An applicant for a GPL shall have completed at least 35 hours of flight instruction in gyroplanes, 5 of which may have been completed in an FSTD, including at least:
  - (1) 20 hours of dual flight instruction; and
  - (2) 8 hours of supervised solo flight time, including at least 4 hours of solo cross-country flight time with at least one cross-country flight of at least 150 km (80 NM), during which full-stop landings at two aerodromes different from the aerodrome of departure shall be made.
- (b) Crediting. An applicant that holds a pilot licence for another category of aircraft, with the exception of balloons, shall be credited with 10 % of their total flight time as PIC on such aircraft up to a maximum of 10 hours. In any case, credits shall not be given for the requirements of point (a)(2).
- (c) Applicants with prior experience as PIC on gyroplanes, that have a maximum take-off mass of at least 450 kg, may receive credits towards the requirements of point (a). The amount of credit shall be decided by the DTO or the ATO where the applicant undergoes the training course, on the basis of a pre-entry flight assessment, but shall in any case not exceed any of the following:
  - (1) the total flight time as PIC;
  - (2) 50 % of the hours required in point (a).

In any case, credits shall not be given for the requirements of point (a)(2).

**FCL.235.G GPL – Privileges for classes, types and variants of gyroplanes**

- (a) For the purpose of gyroplane pilot licensing in accordance with this Annex, gyroplanes shall be categorised into the following class and types:
- (1) single-propeller gyroplane (SPG) class: Single-pilot gyroplanes whose single-centric propulsion unit is operated by a single thrust control and driven by either of the following types of engines:
    - (a) a piston engine system which, if so specified following the certification process in accordance with Regulation (EU) No 748/2012, may consist of more than one piston engine;
    - (b) an electric engine system which, if so specified following the certification process in accordance with Regulation (EU) No 748/2012, may consist of more than one electric engine;
    - (c) if so specified following the certification process in accordance with Regulation (EU) No 748/2012, a hybrid engine system consisting of piston and electric engines;
  - (2) gyroplane types that require privileges for that individual type, as determined following the certification process in accordance with Regulation (EU) No 748/2012.
- (b) Applicants for a GPL shall be issued with privileges for the class or type of gyroplanes in which the skill test was taken. In order to extend their privileges to another class or type, holders of a GPL shall complete, in that other class or type, all of the following:
- (1) unless specified otherwise in the operational suitability data established in accordance with Annex I (Part 21) to Regulation (EU) No 748/2012, where applicable, 3 hours of flight instruction, including:
    - (i) 10 dual take-offs and landings; and
    - (ii) 10 supervised solo take-offs and landings;
  - (2) a skill test to demonstrate an adequate level of practical skill in the new class or type. During this skill test, the applicant shall also demonstrate to the examiner an adequate level of theoretical knowledge for the other class or type in the following subjects:
    - (i) operational procedures;
    - (ii) flight performance and planning;
    - (iii) aircraft general knowledge.
- (c) In order to extend the privileges to another variant within a class or type, the pilot shall complete differences training or familiarisation. Where applicable, that differences training or familiarisation shall comply with the operational suitability data established in accordance with Annex I (Part 21) to Regulation (EU) No 748/2012. The differences training shall be entered in the pilot's logbook or into an equivalent record and be signed by the instructor. When extending the privileges for an SPG class to a variant with another type of engine, as specified in point (a)(1), the differences training shall consist of dual flight instruction and theoretical knowledge instruction which shall include, with regard to that other type of engine and related aircraft systems, at least all of the following:
- (1) operational procedures;
  - (2) flight performance and planning;
  - (3) aircraft general knowledge.

**FCL.240.G GPL – Recency requirements**

- (a) Holders of a GPL shall exercise the privileges of their licence in a specific class or type of gyroplane only if in the last 2 years they have met any of the following conditions as pilots of gyroplanes in the relevant class or type:
- (1) they have completed at least 12 hours of flight time as PIC or flying dual or solo under the supervision of an instructor, including:
    - (i) 12 take-offs and landings;

- (ii) refresher training of at least 1 hour of total flight time with and to the satisfaction of an instructor who shall select those flight exercises that allow the applicant to refresh their competence in safely operating the aircraft and applying normal, abnormal and emergency procedures;
  - (2) they have passed a GPL proficiency check with an examiner. The proficiency check programme shall be based on the skill test for the GPL.
  - (b) Holders of a GPL with privileges for the SPG class who, in accordance with point FCL.235.G(c), have extended their privileges to a variant with a different type of engine as specified in point FCL.235.G(a) shall, if they have not flown that variant within the preceding 2 years, complete any of the following in that variant, before exercising their privileges in that variant:
    - (1) further differences training in accordance with point FCL.235.G(c);
    - (2) a proficiency check;
    - (3) refresher training in accordance with point (a)(1)(ii).
  - (c) The dual flights and the solo flights under supervision as per the introductory phrase of point (a)(1), the refresher training as per points (a)(1)(ii) and (b)(3), and the proficiency check as per point (a)(2) and (b)(2) shall be entered in the pilot's logbook or equivalent record and shall be signed by the instructor or examiner, as applicable.;
- (13) in point FCL.700, point (a) is replaced by the following:
- '(a) Holders of a pilot licence shall act as pilots of an aircraft only if they have a valid and appropriate class or type rating, unless any of the following applies:
- (1) they exercise the privileges of an LAPL or a GPL;
  - (2) they take skill tests or proficiency checks for renewal of class or type ratings;
  - (3) they receive flight instruction;
  - (4) they hold a flight test rating issued in accordance with point FCL.820.;
- (14) point FCL.810 is amended as follows:
- (a) point (b) is amended as follows:
- (1) point (2) is replaced by the following:
 

'(2) completed a training course at a DTO or at an ATO. The course shall be completed within a period of 6 months and comprise:

    - (i) 5 hours of theoretical knowledge instruction;
    - (ii) 10 hours of helicopter dual instrument instruction time; and
    - (iii) 5 hours of flight time at night, including at least 3 hours of dual instruction, including at least 1 hour of cross-country navigation and 5 solo night circuits. Each circuit shall include a take-off and a landing.

An applicant that holds or has held an IR in an aeroplane or TMG shall be credited with 5 hours towards the requirement in point (2)(ii) above.;
  - (2) point (3) is deleted;
- (b) the following new point (c) is added:
- '(c) Gyroplanes. If the privileges of a GPL are to be exercised in VFR conditions at night, applicants shall have:
- (1) completed at least 50 hours of flight time as pilot in gyroplanes after the issue of the licence, including at least 20 hours as PIC on gyroplanes and 20 hours of cross-country flight;
  - (2) completed a training course at a DTO or at an ATO. The course shall be completed within a period of 6 months and comprise:
    - (i) 5 hours of theoretical knowledge instruction;
    - (ii) 3 hours of gyroplane dual instrument instruction time; and

- (iii) 5 hours of flight time at night, including at least 3 hours of dual instruction, including at least 1 hour of cross-country navigation and five solo night circuits; each circuit shall include a take-off and a landing.

An applicant that holds or has held an instrument rating in an aeroplane or a helicopter shall be credited with 2 hours towards the requirement in point (2)(ii) above. An applicant that holds a night rating in an aeroplane, helicopter or TMG shall receive a full credit for the element specified in point (2)(i).;

- (15) in point FCL.905.FI, point (a) is replaced by the following:

‘(a) a PPL, LAPL and GPL in the appropriate aircraft category;’;

- (16) in point FCL.910.FI(c), the following new point (4) is added:

‘(4) for the FI(G):

- (i) 100 hours of flight instruction in gyroplanes and, in addition, has supervised at least 25 solo flights;
- (ii) in the case of an FI(G) who also holds an FI(A) or FI(H) certificate and complies with points (1) or (2), as applicable, 25 hours of flight instruction in gyroplanes and, in addition, has supervised at least 10 student solo flights.’;

- (17) point FCL.915.FI is amended as follows:

- (a) the introductory phrase of point (a) is replaced by the following:

‘(a) in the case of the FI(A), FI(H) and FI(G):’;

- (b) the following new point (ca) is inserted:

‘(ca) additionally, for the FI(G), have completed at least 150 hours of flight time on gyroplanes, of which at least 100 hours as PIC.’;

- (18) point FCL.930.FI is amended as follows:

- (a) in point (b)(3), point (i) is replaced by the following:

‘(i) in the case of an FI(A), (H) and (G), at least 30 hours of flight instruction, of which 25 hours shall be dual flight instruction, of which 5 hours may be conducted in an FFS, an FNPT I or II, or an FTD 2/3;’;

- (b) point (b)(4) is deleted;

- (c) point (c) is replaced by the following:

‘(c) Applicants for an FI certificate in another category of aircraft who are holding or have held an FI(A), (H), (As) or (G) shall be credited with 55 hours towards the requirement in point (b)(2).’;

- (d) the following new points (d) and (e) are added:

‘(d) Applicants for an FI(G) certificate that hold or have held an FI(A), (H) or (As) certificate shall be credited with 15 hours towards the requirement in point (b)(3)(i), of which a maximum of 10 hours shall be a credit towards the dual instruction time.

(e) Applicants for the FI certificate who hold or have held any other instructor certificate issued in accordance with this Annex shall be deemed to meet the requirements in point (b)(1).’;

- (19) point FCL.940.FI(a) is amended as follows:

- (a) in point (1)(i), the following new point (C) is added:

‘(C) in the case of an FI(G), at least 50 hours of flight instruction in gyroplanes as FIs or as examiners;’;

- (b) point (2) is replaced by the following:

‘(2) For at least each alternate revalidation, in the case of FI(A), FI(H) or FI(G), or each third revalidation, in the case of FI(As), holders of the relevant FI certificate shall pass an assessment of competence in accordance with point FCL.935.’;



- (20) in point FCL.1005.FE, the following new point (d) is added:
- ‘(d) FE(G). The privileges of an FE for gyroplanes are to conduct skill tests and proficiency checks for the GPL and for associated privileges for gyroplane classes and types, provided that the FE has completed at least 500 hours of flight time as a pilot on gyroplanes, including at least 100 hours of flight instruction, of which up to 40 hours may be flight instruction conducted as FI(A) or FI(H).’;
- (21) in point FCL.1005.FIE, point (c) is replaced by the following:
- ‘(c) FIE(As) and FIE(G). The privileges of an FIE on airships and gyroplanes are to conduct assessments of competence for the issue, revalidation, or renewal of instructor certificates in the applicable aircraft category, provided that the relevant instructor certificate is held.’;
- (22) in point FCL.1010.FIE, the following new point (d) is added:
- ‘(d) FIE(G). Applicants for an FIE certificate for gyroplanes shall:
- (1) hold an FI(G) instructor certificate;
  - (2) have completed 1 000 hours of flight time as a pilot on gyroplanes; and
  - (3) have completed at least 100 hours of flight time instructing applicants for an FI(G) certificate. In the case of applicants holding a FIE(A) or FIE(H) certificate, this requirement is reduced to 50 hours.’;

(23) in Appendix 1, point 1 of Section A is amended as follows:

(a) the heading of point 1. is replaced by the following:

‘1. LAPL, PPL and GPL’;

(b) the following new point 1.5 is added:

‘1.5. For the issue of a GPL, the holder of a pilot licence for aeroplanes or helicopters in accordance with this Regulation shall be credited in full towards the theoretical knowledge instruction and examination requirements in the following subjects:

    - (a) Air law and ATC procedures,
    - (b) Human performance,
    - (c) Meteorology,
    - (d) Communications,
    - (e) Navigation.’.

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*ANNEX II*

In Annex IV (Part-MED) to Regulation (EU) No 1178/2011, in point MED.A.030(c), point (2) is amended as follows:

‘(2) private pilot licence (PPL) or gyroplane pilot licence (GPL), the pilot shall hold at least a valid class 2 medical certificate;’.

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## ANNEX III

In Annex VI (Part-ARA) to Regulation (EU) No 1178/2011, in Appendix I, the template following paragraph (c) is amended as follows:

- (a) the phrase 'This licence complies with ICAO standards, except for the LAPL and BIR privileges or when accompanied by an LAPL medical certificate.' is replaced by the following:  
'This licence complies with ICAO standards, except for the LAPL, GPL and BIR privileges, or when accompanied by an LAPL medical certificate.';
- (b) the phrase 'EASA Form 141 Issue 2' is replaced by the following:  
**'EASA Form 141 Issue 3'.**

## ANNEX IV

In Annex VIII (Part-DTO) to Regulation (EU) No 1178/2011, in point DTO.GEN.110(a), the following new point (5) is inserted:

‘(5) for gyroplanes:

- (a) theoretical knowledge instruction for the GPL;
  - (b) flight instruction for the GPL;
  - (c) training towards privileges for single-pilot gyroplane classes and types;
  - (d) training towards night rating.’
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