



1/6/00

Transmittal Note

SUPPLEMENT TO
ANNEX 1 — PERSONNEL LICENSING

(Eighth Edition)

1. The attached Supplement supersedes all previous Supplements to Annex 1, and includes differences notified by Contracting States up to 1 June 2000 with respect to all amendments up to and including Amendment 162.
 2. This Supplement should be inserted at the end of Annex 1 (Eighth Edition). Additional differences received from Contracting States will be issued at intervals as amendments to this Supplement.
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SUPPLEMENT TO ANNEX 1 — EIGHTH EDITION

PERSONNEL LICENSING

Differences between the national regulations and practices of Contracting States and the corresponding International Standards and Recommended Practices contained in Annex 1, as notified to ICAO in accordance with Article 38 of the *Convention on International Civil Aviation* and the Council's resolution of 21 November 1950.

JUNE 2000

INTERNATIONAL CIVIL AVIATION ORGANIZATION

RECORD OF AMENDMENTS TO SUPPLEMENT

<i>No.</i>	<i>Date</i>	<i>Entered by</i>	<i>No.</i>	<i>Date</i>	<i>Entered by</i>

**AMENDMENTS TO ANNEX 1 ADOPTED OR APPROVED BY THE COUNCIL
SUBSEQUENT TO THE EIGHTH EDITION ISSUED JULY 1988**

<i>No.</i>	<i>Date of adoption or approval</i>	<i>Date applicable</i>	<i>No.</i>	<i>Date of adoption or approval</i>	<i>Date applicable</i>
160	24/3/93	10/11/94			
161	10/3/97	5/11/98			
162	25/2/98	5/11/98			

1. Contracting States which have notified ICAO of differences

The Contracting States listed below have notified ICAO of differences which exist between their national regulations and practices and the International Standards and Recommended Practices of Annex 1 (Eighth Edition), up to and including Amendment 162, or have commented on implementation.

The page numbers shown for each State and the dates of publication of those pages correspond to the actual pages in this Supplement.

<i>State</i>	<i>Date of notification</i>	<i>Pages in Supplement</i>	<i>Date of publication</i>
Argentina	18/10/99	1-5	1/6/00
Australia	3/3/00	1-4	1/6/00
Bahrain	14/8/99	1	1/6/00
Belarus	28/9/98	1-2	1/6/00
Belgium	18/1/99	1	1/6/00
Belize	19/6/98	1	1/6/00
Bhutan	22/1/99	1	1/6/00
Brazil	30/10/98	1	1/6/00
Bulgaria	12/11/99	1	1/6/00
Canada	11/2/99	1	1/6/00
China	14/4/00	2	1/6/00
China (Hong Kong SAR)	6/12/99	1	1/6/00
Colombia	19/7/99	1	1/6/00
Cuba	25/7/99	1-2	1/6/00
Czech Republic	25/11/99	1	1/6/00
Denmark	22/12/99	1	1/6/00
Estonia	21/2/00	1	1/6/00
Finland	26/10/98	1	1/6/00
France	31/12/99	1-2	1/6/00
Germany	17/9/98	1	1/6/00
Greece	18/5/99	1	1/6/00
Iceland	14/9/99	1	1/6/00
India	8/10/99	1	1/6/00
Iran (Islamic Republic of)	1/9/98	1	1/6/00
Israel	30/9/99	1	1/6/00
Kyrgyzstan	16/7/98	1-2	1/6/00
Lebanon	10/7/98	1	1/6/00
Malaysia	28/4/00	1	1/6/00
Maldives	22/8/99	1	1/6/00
Malta	1/10/99	1-2	1/6/00
Mexico	5/10/98	1	1/6/00
Morocco	13/7/98	1	1/6/00
Namibia	13/7/98	1	1/6/00
New Zealand	3/3/00	1-2	1/6/00
Niger	14/7/98	1	1/6/00
Norway	30/6/98	1	1/6/00
Panama	16/4/99	1-5	1/6/00
Paraguay	3/3/00	1	1/6/00
Peru	3/3/00	1	1/6/00
Russian Federation	15/6/98	1-2	1/6/00

<i>State</i>	<i>Date of notification</i>	<i>Pages in Supplement</i>	<i>Date of publication</i>
Saudi Arabia	25/10/99	1-2	1/6/00
Slovakia	2/9/99	1	1/6/00
South Africa	2/1/00	1	1/6/00
Spain	23/12/98	1-2	1/6/00
Sudan	12/3/98	1	1/6/00
Swaziland	12/3/99	1-5	1/6/00
Sweden	30/7/98	1-2	1/6/00
Switzerland	3/12/98	1	1/6/00
Thailand	5/11/99	1	1/6/00
Uganda	3/3/00	1	1/6/00
Ukraine	2/10/98	1-2	1/6/00
United Arab Emirates	7/2/99	1-2	1/6/00
United Kingdom	6/10/98	1-3	1/6/00
United Republic of Tanzania	26/1/98	1	1/6/00
United States	28/1/00	1-5	1/6/00
Zambia	5/3/99	1	1/6/00

2. Contracting States which have notified ICAO that no differences exist

<i>State</i>	<i>Date of notification</i>	<i>State</i>	<i>Date of notification</i>
Austria	25/9/98	Jamaica	10/7/98
Barbados	29/7/98	Japan	10/6/98
Burundi	26/8/98	Jordan	16/7/98
Cameroon	5/10/99	Luxembourg	15/7/99
Chile	27/7/98	Pakistan	10/9/98
Costa Rica	20/7/98	Republic of Korea	1/1/98
Cyprus	9/6/97	Romania	5/10/98
Egypt	14/7/98	Rwanda	23/9/98
Fiji	18/9/98	Tunisia	16/9/98
Georgia	22/1/99	Zimbabwe	22/6/98
Hungary	13/7/98		

3. Contracting States from which no information has been received

Afghanistan	Grenada	Oman
Albania	Guatemala	Palau
Algeria	Guinea	Papua New Guinea
Angola	Guinea-Bissau	Philippines
Antigua and Barbuda	Guyana	Poland
Armenia	Haiti	Portugal
Azerbaijan	Honduras	Qatar
Bahamas	Indonesia	Republic of Moldova
Bangladesh	Iraq	Saint Lucia
Benin	Ireland	Saint Vincent and the Grenadines
Bolivia	Italy	Samoa
Bosnia and Herzegovina	Kazakhstan	San Marino
Botswana	Kenya	Sao Tome and Principe
Brunei Darussalam	Kiribati	Senegal
Burkina Faso	Kuwait	Seychelles
Cambodia	Lao People's Democratic Republic	Sierra Leone
Cape Verde	Latvia	Singapore
Central African Republic	Lesotho	Slovenia
Chad	Liberia	Solomon Islands
Comoros	Libyan Arab Jamahiriya	Somalia
Congo	Lithuania	Sri Lanka
Cook Islands	Madagascar	Suriname
Côte d'Ivoire	Malawi	Syrian Arab Republic
Croatia	Mali	Tajikistan
Democratic People's Republic of Korea	Marshall Islands	The former Yugoslav Republic of Macedonia
Democratic Republic of the Congo	Mauritania	Togo
Djibouti	Mauritius	Tonga
Dominican Republic	Micronesia (Federated States of)	Trinidad and Tobago
Ecuador	Monaco	Turkey
El Salvador	Mongolia	Turkmenistan
Equatorial Guinea	Mozambique	Uruguay
Eritrea	Myanmar	Uzbekistan
Ethiopia	Nauru	Vanuatu
Gabon	Nepal	Venezuela
Gambia	Netherlands	Viet Nam
Ghana	Nicaragua	Yemen
	Nigeria	

4. Paragraphs with respect to which differences have been notified

<i>Paragraph</i>	<i>Differences notified by</i>	<i>Paragraph</i>	<i>Differences notified by</i>
Chapter 1	Spain		South Africa
1.2	Belarus		Sweden
	Cuba		United Arab Emirates
	Estonia		United Kingdom
	Panama		United States
	Peru	1.2.5.2.1	Australia
	Russian Federation		Belarus
	Ukraine		Cuba
	United Arab Emirates		Kyrgyzstan
1.2.1	Lebanon		Panama
	Namibia		Russian Federation
	Niger		Saudi Arabia
1.2.2	Iran (Islamic Republic of)		Spain
	Kyrgyzstan		Ukraine
	United Republic of Tanzania		United Republic of Tanzania
1.2.2.1	Malaysia	1.2.5.2.2	Australia
	United Kingdom		China
1.2.2.2	Bhutan		Cuba
	Malaysia		New Zealand
1.2.4	Lebanon		Spain
	Namibia		United States
	Niger	1.2.5.2.3	Cuba
1.2.4.1	United Arab Emirates		Spain
1.2.4.2	Australia	1.2.6	United States
1.2.4.4	Belize	1.2.6.1	Australia
1.2.4.4.1	Australia		New Zealand
	Swaziland	1.2.7	Australia
1.2.4.4.2	Bhutan		Mexico
1.2.4.5	Swaziland		Swaziland
1.2.4.5.1	Swaziland		Uganda
	Uganda	1.2.7.3	Mexico
1.2.4.8	Swaziland	1.2.8	Swaziland
	Uganda		Uganda
1.2.5	Spain		
1.2.5.1.1	Australia	Chapter 2	South Africa
	New Zealand		Zambia
1.2.5.2	Argentina	2.1.1.1	United Arab Emirates
	Australia	2.1.2	Panama
	Cuba	2.1.3.1	Panama
	Czech Republic	2.1.3.1.1	United Arab Emirates
	Denmark	2.1.3.2	Panama
	Finland		Saudi Arabia
	Iceland		Spain
	Iran (Islamic Republic of)		United States
	New Zealand	2.1.3.3	Australia
	Norway	2.1.4.1	Saudi Arabia
	Panama		United States
	Peru	2.1.4.1.1	Saudi Arabia
	Saudi Arabia	2.1.4.2	Swaziland

<i>Paragraph</i>	<i>Differences notified by</i>	<i>Paragraph</i>	<i>Differences notified by</i>
2.1.5.2	Australia Bulgaria France New Zealand Saudi Arabia Spain Zambia	2.2.2.1	New Zealand
2.1.6	Bulgaria	2.2.3	Cuba Panama
2.1.7	United Kingdom	2.3	Malta
2.1.8.1	Spain	2.3.1.1	Iran (Islamic Republic of) Panama Slovakia
2.1.9	Belarus Russian Federation Saudi Arabia United Kingdom	2.3.1.2	Bulgaria Morocco Panama Swaziland
2.1.9.1	Kyrgyzstan Ukraine	2.3.1.3	Malaysia Swaziland United Kingdom
2.1.9.2	Bulgaria China Kyrgyzstan Ukraine United States	2.3.1.3.1	Panama Saudi Arabia United Arab Emirates United States
2.1.9.3	Kyrgyzstan Spain Ukraine	2.3.1.3.2	Argentina Australia China (Hong Kong SAR) New Zealand Panama South Africa United Arab Emirates Zambia
2.1.10	Argentina Australia Belarus Brazil Colombia Cuba Denmark Finland Germany Iceland Iran (Islamic Republic of) Israel Malta New Zealand Panama Peru Russian Federation South Africa Spain Sweden Sudan Thailand Ukraine United Kingdom	2.3.1.4	Bulgaria
2.2.1	Spain	2.3.1.4.1	New Zealand
2.2.2	Australia	2.3.1.5	Swaziland
		2.3.1.6	Cuba United States Swaziland United States Zambia
		2.3.2	Argentina France Malaysia New Zealand United Kingdom
		2.3.2.1	Belarus Kyrgyzstan Malta Russian Federation Ukraine
		2.4	Spain Argentina Bulgaria Panama Swaziland
		2.4.1	
		2.4.1.2	

<i>Paragraph</i>	<i>Differences notified by</i>	<i>Paragraph</i>	<i>Differences notified by</i>
2.4.1.3	United States	2.6.1.1	Bulgaria
	Venezuela		Panama
2.4.1.3.1	Argentina		Swaziland
	Bulgaria	2.6.1.2.2	Panama
2.4.1.3.1.1	Australia		United Kingdom
	Panama		United States
	Spain	2.6.1.3	Bulgaria
2.4.1.4	Bulgaria		Swaziland
2.4.1.6	United States	2.6.1.3.1	Australia
2.4.2	Bulgaria	2.6.1.3.2	Australia
	Swaziland	2.6.1.4	Swaziland
	Zambia	2.6.1.5.1	Australia
2.4.2.1	Argentina		Canada
	China		France
2.5	Belarus		United States
	Kyrgyzstan	2.6.1.5.2	Australia
	Malta	2.7.1.1	Cuba
	Russian Federation		Iran (Islamic Republic of)
	Ukraine		Panama
2.5.1	Belarus		Slovakia
	Spain	2.7.1.2	Bulgaria
2.5.1.1	Kyrgyzstan		France
	Russian Federation		Panama
	Ukraine		Swaziland
2.5.1.2	Argentina	2.7.1.3	Panama
	Bulgaria		Swaziland
	Panama	2.7.1.3.1	United States
	Swaziland	2.7.1.3.2	Argentina
	United States		China
2.5.1.3	Peru		France
2.5.1.3.1	Argentina		New Zealand
	Colombia		United Kingdom
	Zambia		United States
2.5.1.3.1.1	Panama	2.7.1.4	Bulgaria
	United States	2.7.1.4.1	Saudi Arabia
2.5.1.3.2	Australia	2.7.1.4.1.1	Australia
2.5.1.4	Swaziland		New Zealand
2.5.1.5	Swaziland		United States
2.5.1.5.1	Australia	2.7.1.5	Swaziland
	Canada	2.7.1.6	United States
	India	2.7.2	Swaziland
	New Zealand		United States
	Saudi Arabia		Zambia
2.5.1.5.1.1	New Zealand	2.7.2.1	France
	Swaziland		Malaysia
	United States		New Zealand
2.5.1.6	United States		Spain
2.6	Australia		United Kingdom
	Colombia	2.8	Malta
	Malta	2.8.1	Spain

<i>Paragraph</i>	<i>Differences notified by</i>	<i>Paragraph</i>	<i>Differences notified by</i>
2.8.1.1	Iran (Islamic Republic of)	2.10.1.2.2	Australia
2.8.1.2	Argentina		Panama
	Bulgaria		United Kingdom
	Panama		United States
	Swaziland	2.10.1.3	Australia
2.8.1.3	Argentina		Bulgaria
	Australia		Swaziland
	United States	2.10.1.4	Swaziland
2.8.1.3.1.1	Australia	2.10.1.5	Canada
	China	2.10.1.5.1	Australia
	France		France
	New Zealand		United States
	Paraguay	2.10.1.5.2	Australia
	Spain	2.11	Argentina
	United States		France
2.8.1.4	Australia		Malta
	Bulgaria	2.11.1.1	Panama
2.8.1.4.1	China		Swaziland
	New Zealand	2.11.1.2	Australia
2.8.1.5	Australia		Cuba
2.8.1.6	United States		Panama
2.8.2	Bulgaria		Spain
	Swaziland	2.12	Australia
	Zambia		Malta
2.9	Colombia		New Zealand
	Malta		Norway
2.9.1	Spain	2.12.1	United Kingdom
2.9.1.1	Iran (Islamic Republic of)	2.12.1.1	United Kingdom
2.9.1.2	Bulgaria	2.12.1.2	Argentina
	Panama		Bulgaria
	Swaziland		France
2.9.1.3.1	Argentina		Swaziland
2.9.1.3.1.1	Australia	2.12.1.2.1	China
	France	2.12.1.3	Argentina
	Panama		Panama
	Saudi Arabia	2.12.1.3.1	Swaziland
2.9.1.4	Swaziland	2.12.1.3.2	China
2.9.1.5	Swaziland		Swaziland
2.9.1.5.1	India	2.12.1.4	Swaziland
	New Zealand	2.12.1.5	Cuba
2.9.1.5.1.1	New Zealand		Saudi Arabia
	Swaziland		United States
2.9.1.6	United States	2.12.2.2	China
2.10	Australia	2.13	Australia
	Bahrain		Malta
	Malta		New Zealand
	United Republic of Tanzania		Norway
2.10.1.1	Bulgaria	2.13.1.1	Argentina
	Panama		Panama
	Swaziland		

<i>Paragraph</i>	<i>Differences notified by</i>	<i>Paragraph</i>	<i>Differences notified by</i>
2.13.1.2	Argentina		Ukraine
	Bulgaria		Zambia
2.13.1.2.1	China	3.3.1.5	Argentina
2.13.1.3	Argentina		United States
	United Kingdom	3.4	Argentina
2.13.1.3.1	France		Belarus
	Panama		Kyrgyzstan
	Saudi Arabia		Russian Federation
	United States		Ukraine
2.13.1.3.2	China		
2.13.1.3.3	China	Chapter 4	Belgium
	Saudi Arabia	4.1	Cuba
2.13.1.5	Saudi Arabia		United Arab Emirates
2.13.2.1	Argentina	4.1.1	Zambia
2.13.2.2	China	4.2	Argentina
			Estonia
3.2	Denmark		France
	Malta		Malta
	New Zealand		Thailand
	Norway	4.2.1.1	Malaysia
	United Arab Emirates		Norway
3.2.1	Cuba		South Africa
3.2.1.1	Panama		Sweden
3.2.1.2	China		Switzerland
3.2.1.3.1	Belarus		Thailand
	Kyrgyzstan		United Kingdom
	Panama	4.2.1.2	Australia
	Russian Federation		China
	Ukraine		United Kingdom
3.2.1.5	United States		United States
3.3	Australia	4.2.1.3	Saudi Arabia
	Colombia		Switzerland
	Norway		Thailand
3.3.1.1	Argentina		United Kingdom
	Panama	4.2.1.4	United Kingdom
	Saudi Arabia	4.2.1.5	United Kingdom
3.3.1.2	Argentina	4.2.2	United Kingdom
	Australia	4.2.2.2	Switzerland
	China	4.2.2.3.1	United States
	Swaziland	4.3	India
3.3.1.2.1	Australia		Norway
	China		Spain
	New Zealand	4.3.1	Germany
3.3.1.3	Argentina		Spain
	Canada	4.3.1.1	Argentina
	Swaziland		Australia
3.3.1.3.1	Argentina		China
	Belarus		Panama
	Kyrgyzstan		Saudi Arabia
	Russian Federation		

<i>Paragraph</i>	<i>Differences notified by</i>	<i>Paragraph</i>	<i>Differences notified by</i>
4.3.1.2	Argentina Australia Panama Swaziland United States		Panama Spain United Arab Emirates
4.3.1.3	Australia Saudi Arabia United States	4.6.1	Cuba
		4.6.1.2	Argentina
4.3.1.4	Argentina Cuba Greece Saudi Arabia United Arab Emirates United States	4.6.1.3	Argentina
		4.6.1.4	Panama
4.4.1.1	Colombia Greece Maldives Spain United Kingdom	Chapter 5	Switzerland
4.4.2.1	Australia Greece Saudi Arabia Swaziland	5.1	Australia United States
4.4.2.2	Australia	5.1.1	Denmark New Zealand Swaziland United Arab Emirates
4.4.2.2.1	China Greece Panama Saudi Arabia Spain United States	5.1.3	Swaziland United Arab Emirates
4.4.2.2.2	New Zealand United States	Chapter 6	Swaziland Zambia
4.5	China (Hong Kong SAR) Estonia India Malta New Zealand Norway South Africa Spain United Arab Emirates United Kingdom	6.1.1	Greece Panama United Arab Emirates United Kingdom
4.5.1	Cuba	6.2.1	Cuba United Arab Emirates
4.5.1.1	Saudi Arabia	6.2.2	Greece
4.5.1.2	Saudi Arabia	6.2.3	South Africa
4.5.1.3.2	United States	6.2.4	South Africa Sweden
4.6	Argentina Estonia Malaysia New Zealand	6.3	United States
		6.3.2.5	Australia Greece New Zealand
		6.3.2.5.1	Panama Saudi Arabia United States
		6.3.2.8.1	Australia
		6.3.2.18	Australia
		6.3.2.23	Australia Sweden United States
		6.3.2.24	United States
		6.3.2.27	Australia
		6.3.3	Greece
		6.3.3.3	Australia Panama Saudi Arabia United States
		6.3.3.4	United States

<i>Paragraph</i>	<i>Differences notified by</i>	<i>Paragraph</i>	<i>Differences notified by</i>
6.3.4.1	Australia	6.4.3.3.1	Australia
	New Zealand	6.4.3.4	United States
	Panama	6.5	United States
	United States	6.5.1	Greece
6.4	United States	6.5.2.5	Australia
6.4.1.2	United States	6.5.2.5.1	Sweden
6.4.2.5	Australia		United States
	Panama	6.5.2.8.1	Australia
6.4.2.5.1	Sweden		United States
6.4.2.8.1	Australia	6.5.2.23	Australia
	New Zealand	6.5.3.3	Australia
6.4.2.16	Australia		United States
6.4.2.22	Sweden	6.5.3.4	United States
	United States	6.5.4.1	Australia
6.4.2.23	United States		New Zealand
6.4.3.3	United States		United States

CHAPTER 1

- 1.2.5.2 Six months for the airline transport pilot licence — aeroplane and the airline transport pilot licence — helicopter.
- Twelve months for the private and commercial pilot licences — lighter-than-air aircraft and the air traffic controller licence.
- Thirty-six months for the aircraft maintenance mechanic, aircraft dispatcher, and aeronautical station operator licences.

CHAPTER 2

- 2.1.10 As from October 1996, the “Programme of Physical and Mental Operational Technical Evaluation of Crew Members over 60 years of age, assigned to Air Transport Companies” was implemented in the territory of the Argentine Republic.
- This Programme allows pilots/co-pilots assigned to commercial air transport to continue flying after attaining their 60th birthday, under strict operational, physical and mental vigilance, but they are restricted to flying only in the territory of the Argentine Republic and to flying only nationally registered aircraft.
- As from July 1997, the above Standard was amended and it was established that there could be exceptions to the restrictions imposed on pilots/co-pilots registered in that programme, namely operating aircraft of Argentine registry only within the national airspace, if there were authorizations by the countries of origin of the aircraft and/or bilateral or reciprocal agreements with other aeronautical administrations which also have something similar and to the airports and over the airspaces of which these pilots could fly.
- 2.3.1.3.2 Ten hours of solo local flight.
- 2.3.2.1 Subject to compliance with the requirements specified in 1.2.5, 1.2.6 and 2.1, the privileges of holders of a private pilot licence — aeroplane should be to act, but not for remuneration:
- a) As pilot-in-command of any aeroplane not operated for remuneration. For the carriage of passengers by day they shall have completed 25 hours as pilot from the date on which they obtained their licence and have been checked by a qualified instructor in a flight test lasting at least 30 minutes with three landings.
 - b) Before undertaking a local night flight they shall have satisfactorily attended a course of approved training for the local night flight rating, which includes:
 - 1) 10 hours of instrument flight training or 5 hours of instrument flight training under hood and 5 hours of instrument ground training; and
 - 2) 10 hours of local night flying of which 5 hours shall be dual and 5 hours solo.
- 2.4.1.2 The requirement is to have satisfactorily completed the basic programme of secondary studies or the equivalent as approved by the competent authority and an approved commercial pilot — aeroplane training course.

- 2.4.1.3.1 Satisfactory completion of a course of approved training for the commercial pilot licence plus the following experience:
- 200 flying hours are required from the date on which the private pilot licence — aeroplane was obtained, as follows:
- 120 hours as pilot-in-command of which at least 80 hours shall be cross-country;
 - 10 hours of instrument flying (under hood) or 5 hours of instrument flying (under hood) and 5 hours of instrument ground training;
 - 10 hours of night flying of which 5 hours shall be dual and 5 solo, with at least 10 landings.
- The remainder, to make up the 200 hours specified, may be as pilot-in-command or pilot under instruction.
- 2.4.2.1
- a) to act as pilot-in-command on commercial flights in aircraft weighing a maximum of 5 700 kg;
 - b) to act as co-pilot on commercial flights in aeroplanes in which a co-pilot is required or where the flight so justifies, provided that he/she has the relevant qualifications;
 - c) to act as pilot-in-command of aeroplanes weighing over 5 700 kg on non-commercial flights, provided that he/she has the rating corresponding to the aircraft concerned.
- 2.5.1.2 The requirement is to have satisfactorily completed secondary studies or the equivalent as approved by the competent authority.
- 2.5.1.3.1 Not less than 1 500 hours flying from the date on which he/she obtained the private pilot licence — aeroplane, as follows:
- a) not less than 800 hours as pilot-in-command of which:
 - 200 hours shall be cross-country;
 - 100 hours shall be night flying, including 25 hours of cross-country night flying. If acting as co-pilot, these values shall be doubled;
 - 25 hours shall be instrument flying (IMC). If acting as co-pilot, this value shall be doubled.
 - b) 65 hours of instrument flying. If acting as co-pilot, this value shall be doubled.
- The remainder, to make up the 1 500 hours specified, may be as co-pilot or pilot under instruction.
- 2.7.1.3.2 The applicant shall have completed not less than 10 hours of training in solo local flight.
- 2.8.1.2 The requirement is to have satisfactorily completed the basic programme of secondary studies or the equivalent as approved by the competent authority and to have satisfactorily completed an approved commercial pilot — helicopter training course.
- 2.8.1.3 The experience required is as follows:
- a) 60 hours as a helicopter pilot-in-command of which 10 hours shall be cross-country;
 - b) 10 hours of instrument flying time under the hood or 5 hours of instrument flying time under the hood and 5 hours of ground instrument rating;
 - c) 3 hours of dual night flying with at least 10 take-offs each climbing to 200 metres.
- The remainder, to make up the experience required under a), may have been acquired as pilot-in-command or pilot under instruction.

- 2.9.1.3.1 Not less than 500 hours flying in helicopters of which:
- a) not less than 300 hours shall be as helicopter pilot-in-command;
 - b) 100 hours shall be cross-country flying as helicopter pilot-in-command, which shall include not less than 15 night cross-country flying hours;
 - c) 50 hours shall be instrument flying hours in a helicopter, under actual or simulated conditions, of which not less than 20 hours may have been carried out in helicopter ground training.
- The remainder, to make up the 500 hours, may have been carried out as co-pilot in an aircraft which requires a co-pilot or as a pilot under instruction.
- No one shall act as pilot-in-command in external cargo transport work without having the appropriate training by a qualified flight instructor (helicopter), who shall indicate the candidate's fitness in his/her flight log.
- 2.11 A flight instructor licence is issued with the rating or ratings for the corresponding aircraft category (aeroplane, helicopter, glider, lighter-than-air aircraft, etc.).
- 2.12.1.2 The applicant shall have satisfactorily completed primary studies as well as the approved glider pilot's training course.
- 2.12.1.3
- a) The applicant shall have completed not less than 12 hours of training of which 9 shall be dual and 3 in local flight.
 - b) When the applicant holds an aeroplane or gyroplane pilot licence, the dual hours may be reduced in accordance with the degree of skill and experience required in each case.
- 2.13.1.1 An applicant for a private lighter-than-air aircraft pilot licence shall be at least seventeen years of age.
- 2.13.1.2 The applicant shall have satisfactorily completed primary studies as well as the approved lighter-than-air aircraft pilot training course.
- 2.13.1.3
- a) If the course is done in a free balloon, not less than 10 flying hours in at least 6 climbs, including:
 - 2 climbs lasting not less than 1 hour each in the case of a gas-fired free balloon; or
 - 2 climbs lasting not less than 30 minutes in the case of a hot air free balloon;
 - 1 climb under control to 1 500 metres above terrain if a gas-fired balloon is used; or
 - 1 climb under control to 1 000 metres above terrain if a hot air balloon is used;
 - 1 climb in which the applicant is the only occupant of the balloon.
 - b) If it is done in a dirigible, 50 flying hours, including:
 - 5 hours as pilot-in-command; and
 - 5 hours of navigation.
- 2.13.2.1 The private lighter-than-air aircraft pilot licence authorizes holders to act as a lighter-than-air aircraft pilot-in-command in the category and type of aircraft entered on their licence. Holders are not authorized to transport passengers until they have completed:
- a) for holders of a free balloon rating:

5 flying hours, including not less than 8 climbs performed beginning from the date on which they obtained their licence, and have undergone a flight check by a duly qualified instructor, who shall make an entry in the applicant's flight log.

- b) for holders of a dirigible rating:

15 flying hours beginning from the date on which they obtained their licence, and have undergone a flight check by a duly qualified instructor, who shall make an entry in the applicant's flight log.

Holders of a private lighter-than-air aircraft pilot licence shall not receive any payment for their services, for themselves or for third parties.

CHAPTER 3

3.3.1.1 Be of age.

3.3.1.2 Hold an aircraft maintenance engineer licence and have satisfactorily completed the basic programme of secondary studies or the equivalent as approved by the competent authority, or:

- a) hold an aircraft maintenance engineer licence with a Category "C" rating;
- b) hold an airline transport pilot — aeroplane licence; or
- c) have an aeronautical technician certificate issued by approved official institutions; or
- d) have an aeronautical engineer degree; and
- e) meet the requirements established in the approved flight engineer training course.

3.3.1.3 Have acquired the following experience:

- a) 100 hours of flight instruction in an aircraft that requires a flight engineer, under the supervision of a person in possession of a flight mechanical engineer or flight engineer licence; or
 - 1) 50 hours of training under the conditions specified in a) and 50 simulated hours for the type of aircraft concerned; or
 - 2) in the case of an airline transport pilot licence — aeroplane, have not less than 250 flying hours as pilot-in-command or 500 hours as co-pilot in an aircraft that requires a flight engineer.

3.3.1.3.1 Not less than 50 hours flying under instruction in an aircraft that requires a flight engineer, under the supervision of a person in possession of a flight engineer licence.

3.3.1.5 Validity of medical fitness: 1 year.

3.4 The Argentine Aviation Authority does not issue this rating.

CHAPTER 4

4.2 An aircraft maintenance engineer licence is issued after satisfactory completion of an approved aircraft maintenance engineer training course of at least 3 years' duration, and 3 categories can subsequently be obtained: "A", "B" and "C", which have different scopes. Validity of medical fitness: 3 years.

4.3.1.1 Be of age.

- 4.3.1.2 Have satisfactorily completed the basic programme of secondary studies or the equivalent as approved by the competent authority, as well as the corresponding approved air traffic controller training course.
 - 4.3.1.4 Validity of medical fitness: 1 year.
 - 4.6 This licence is issued in the Argentine Republic.
 - 4.6.1.2 Be of age.
 - 4.6.1.3 Have satisfactorily completed primary studies and the approved aeronautical station operator training course. Validity of medical fitness: 3 years.
-

CHAPTER 1

- 1.2.4.2 In the case of renewal of a medical certificate and when the examination is taken less than 28 days before the certificate expires, the period of currency of the new medical certificate begins on the date the previous medical certificate expires and not on the day it is issued.
- 1.2.4.4.1 Exceptions are made for medical examiners in remote areas.
- 1.2.5.1.1 Aircraft ratings are entered in the log book and there is no requirement that the log book be carried with the licence. As a result, it is impossible for another State to assess whether the licence is valid for a specific flight.
- 1.2.5.2 The interval between two medical fitness reports is 48 months for a Class 2 assessment when the holder is less than 40 years old.
- 1.2.5.2.1 The interval between two medical fitness reports is 12 months for a Class 1 assessment when the holder is between the ages of 40 and 60.
- 1.2.5.2.2* Not implemented.
- 1.2.6.1 This Standard does not apply to the aircraft maintenance engineer.
- 1.2.7 This Standard does not apply to the aircraft maintenance engineer.

CHAPTER 2

- 2.1.3.3 Class and type ratings are entered in the log book rather than on the licence.
- 2.1.5.2 a) The Australian syllabus for a type rating on a multi-crew aeroplane does not require procedures for crew incapacitation and crew coordination including allocation of pilot tasks; crew cooperation and use of checklists.
- c) There is no requirement that the applicant for a type rating on a multi-crew aeroplane demonstrate, at the airline transport pilot licence level, an extent of knowledge determined by the Licensing Authority on the basis of the ATPL knowledge requirements.
- 2.1.10 The age limit for a pilot-in-command of an aircraft engaged in scheduled international air services or non-scheduled international air transport operations for remuneration or hire is not implemented.
- The age limit for co-pilots of aircraft engaged in scheduled international air services or non-scheduled international air transport operations for remuneration or hire is not implemented.
- 2.2.2 A student pilot may act as pilot-in-command (i.e. carrying passengers) under the supervision of an authorized instructor.
- 2.3.1.3.2 There is no requirement that the flight experience for the PPL-A licence be gained on an aeroplane.
- 2.4.1.3.1.1 The command time requirement for the CPL licence may be gained on an aircraft category other than an aeroplane.

*Recommended Practice

- 2.5.1.3.2 Australia credits flight time as a flight engineer and as a flight navigator towards the ATPL-A experience requirements.
- 2.5.1.5.1 There is no requirement that applicants for an ATPL-A demonstrate their ability to perform as pilot-in-command of a multi-engined aeroplane required to be operated with a co-pilot.
- 2.6 Australia issues an instrument rating restricted to a co-pilot for which no experience other than that of the supporting licence exists.
- 2.6.1.3.1 There is no requirement that at least 10 hours of command cross-country time be on an aeroplane as required by Annex 1.
- 2.6.1.3.2 There is no requirement that at least 10 hours of instrument instruction time be on an aeroplane as required by Annex 1.
- 2.6.1.5.1 There is no requirement that a private pilot seeking an instrument rating meet the hearing requirements of a Class 1 Medical Assessment.
- 2.6.1.5.2* There is no requirement that a private pilot seeking an instrument rating comply with the requirements of a Class 1 Medical Assessment.
- 2.7.1.4.1.1* Applicants for a PPL-H are not required to receive dual instrument flight instruction.
- 2.8.1.3 The minimum experience is 125 hours rather than the 150 hours required by Annex 1.
- 2.8.1.3.1.1 Australian regulations do not require 10 hours of dual instrument flight instruction.
- 2.8.1.4 Australian regulations do not require flight instruction and testing in flight manoeuvres and recovery from unusual attitudes by reference solely to basic flight instruments.
- 2.8.1.5 Australian regulations do not require flight instruction and testing in flight manoeuvres and recovery from unusual attitudes by reference solely to basic flight instruments.
- 2.9.1.3.1.1 Australian regulations do not require aeronautical experience in instrument or night flying.
- 2.10 Australia issues an instrument rating restricted to a co-pilot for which no experience other than that of the supporting licence exists.
- 2.10.1.2.2 a) There is no requirement that at least 10 hours of the command cross-country time be in helicopters as required by Annex 1.
- 2.10.1.3 There is no requirement that the 10 hours instrument instruction time be in helicopters as required by Annex 1.
- 2.10.1.5.1 There is no requirement that a private pilot seeking an instrument rating meet the hearing requirements of a Class 1 Medical Assessment.
- 2.10.1.5.2* There is no requirement that a private pilot seeking an instrument rating comply with the requirements of a Class 1 Medical Assessment.

*Recommended Practice

- 2.11.1.2 Australian regulations require the applicant for an instructor rating to hold a CPL. However, the Australian CPL-H does not contain any instrument experience requirement and does meet the Standard contained in 2.11.1.2.
- 2.12 No licence is required for glider pilots.
- 2.13 No licence is required for private pilots (free balloon). Commercial pilots are issued with a licence that meets ICAO requirements.

CHAPTER 3

- 3.3 Australia issues a restricted flight engineer licence that does not meet the knowledge and experience requirements of Annex 1.
- 3.3.1.2 There is no knowledge requirement for flight performance and planning, human performance and limitations, and operational procedures.
- 3.3.1.2.1* Not implemented.

CHAPTER 4

- 4.2.1.2 There is no knowledge requirement for human performance and limitations.
- 4.3.1.1 Minimum age is 18 years.
- 4.3.1.2, 4.3.1.3, 4.4.2.1, 4.4.2.2 There is no regulatory requirement governing the experience and the knowledge requirement, but actual practice is in line with ICAO requirements.

CHAPTER 5

- 5.1 The following differences exist with the physical specifications of personnel licences:
- Flight crew:**
- a) Item I) refers to CASA rather than Australia;
 - b) the title of the licences (II) is not in very bold type; and
 - c) the date of birth (IV a)), the address (V), the nationality (VI) and the ratings (XII) are not included on the licence.
- Aircraft maintenance engineer**
- a) Item I) refers to CASA rather than Australia;
 - b) the title of the licence (II) is not in very bold type;
 - c) the date of birth (IV a)) is not included on the licence; and
 - d) the colour coding of 5.1.3 is not followed.

*Recommended Practice

CHAPTER 6

- 6.3.2.5 Cases are dealt with on an individual basis. A number of cardiovascular conditions, specifically including a history of myocardial infarction, are not necessarily regarded as disqualifying.
- 6.3.2.8.1* A routine chest radiography is not required.
- 6.3.2.18 The medical questionnaire and examination form do not specifically address diseases of the blood or immune system other than HIV.
- 6.3.2.23 Not implemented.
- 6.3.2.27 Speech defects are not necessarily disqualifying but must be reported.
- 6.3.3.3 a) Correction of more than ± 3 dioptres is not necessarily disqualifying.
- 6.3.4.1 An audiogramme is required every 5 years regardless of age.
- 6.4.2.5 Cases are dealt with on an individual basis. A number of cardiovascular conditions, specifically including a history of myocardial infarction, are not necessarily regarded as disqualifying.
- 6.4.2.8.1* A routine chest radiography is not required for any class of medical certificate.
- 6.4.2.16 The medical questionnaire and examination form do not specifically address diseases of the blood or immune system other than HIV.
- 6.4.3.3.1* Correction of more than ± 5 dioptres is not necessarily disqualifying.
- 6.5.2.5 Cases are dealt with on an individual basis. A number of cardiovascular conditions, specifically including history of myocardial infarction, are not necessarily regarded as disqualifying.
- 6.5.2.8.1* A routine chest radiography is not required for any class of medical certificate.
- 6.5.2.23 Speech defects are not necessarily disqualifying but must be reported.
- 6.5.3.3 Correction of more than ± 3 dioptres is not necessarily disqualifying.
- 6.5.4.1 An audiogramme is required every 5 years regardless of age.

*Recommended Practice

CHAPTER 2

- 2.10 On request, the State of Bahrain will accept international air services/commercial operations by pilots of Contracting States beyond their 60th birthday, up to the age stipulated by their respective State of Registry that has filed a difference with ICAO, to a maximum of 65 years, and on condition that the other pilot is below the age of 60 years.

CHAPTER 1

1.2, Note 2

In the Republic of Belarus, civil aviation specialists are, depending on the level of theoretical training, practical skills and working experience, issued with licences with the corresponding grade being given:

- pilots (Grades 3, 2 and 1);
- flight navigators (Grades 3, 2 and 1);
- flight engineers (flight mechanics) (Grades 3, 2 and 1);
- flight radio operators (Grades 3, 2 and 1);
- traffic controllers (Grades 3, 2 and 1);
- engineers (technicians) (Grades 3, 2 and 1).

Grade 1 is the highest.

In addition licences are issued to flight attendants, flight operators and parachute service instructors.

The pilot (Grade 1) licence is issued to pilots (Grade 2) provided that established requirements are met and professional knowledge and skills are verified.

1.2.5.2.1

The 12-month interval is not reduced for pilots over 40.

CHAPTER 2

2.1.9

When licences are issued or a higher grade is given to pilots, account is taken of the following flying experience:

- the total accident-free flight time, irrespective of the capacity (pilot-in-command or co-pilot) in which the pilot acted;
- the total solo flight time as pilot-in-command;
- the solo flight time as pilot-in-command at night.

2.1.10

An age limit does not restrict the holder of a licence when acting as the pilot-in-command or co-pilot.

2.4

This corresponds to the pilot Grade 3 licence that is given after completion of flying school. The requirements concerning age, knowledge, experience and skills are no lower than the requirements for the issue of a commercial pilot licence. A rating as to the grade of licence and type and class of aircraft is entered on the licence.

2.5

This corresponds to the classification of pilot Grade 2. Ratings as to the grade given (Grade 2) and the type and class of aircraft are entered on the pilot licence. For pilot Grade 1 licence, the requirements concerning experience exceed the requirements for the issue of the airline transport pilot licence.

2.5.1

The minimum age is 18 years.

CHAPTER 3

3.2.1.3.1

The applicant, having completed an approved flight navigator training programme at an educational establishment, receives a flight navigator licence.

- 3.3.1.3.1 The applicant, having completed an approved flight engineer training programme, receives a flight engineer licence.
- 3.4 Provision is made for the issue of a flight radio operator licence. The requirements for the issue of the licence correspond to the requirements of 3.3 of Annex 1. A flight radiotelephone operator licence is not issued.
-

CHAPTER 4 The licences listed in this chapter are not issued in Belgium.

CHAPTER 1

1.2.4.4 Not implemented.

CHAPTER 1

1.2.2.2* Not implemented.

1.2.4.4.2* Not implemented.

*Recommended Practice

CHAPTER 2

2.1.10

A pilot shall not act as pilot-in-command of an aircraft engaged in scheduled international air services or non-scheduled international air transport operations, for remuneration or hire, if the licence holder has attained his/her 60th birthday, except in the case of flights to other Contracting States that also do not curtail privileges of pilots who have attained their 60th birthday.

A pilot may act as co-pilot of an aircraft engaged in scheduled international air transport operations, for remuneration or hire, if the licence holder has attained his/her 60th birthday.

Remarks: In the national regulations, Brazil does not curtail, for domestic air services, the privileges of pilots who have attained their 60th birthday.

CHAPTER 2

- 2.1.5.2 c) The requirement that the holder of a CPL meet the knowledge requirement of the ATPL to obtain a type rating on a multi-crew aeroplane is not implemented.
- 2.1.6 The use of synthetic flight trainers for demonstrations of skill is not implemented.
- 2.1.9.2 The limitation on the flight time that a co-pilot can credit towards a higher grade of licence is not implemented.
- 2.3.1.2 g) Knowledge requirements on human performance and limitations are not implemented.
- 2.3.1.4 Flight instruction requirements are not implemented.
- 2.4.1.2 i) Knowledge requirements on human performance and limitations are not implemented.
- 2.4.1.3.1 Ordinance #5, 2.8.1.4: The Ordinance experience for the CPL (150/100 hours) is less than that of Annex 1 (200/150 hours).
- 2.4.1.4 Flight instruction requirements are not implemented.
- 2.4.2 Ordinance #5, 2.8.2 and 2.11.2: The dividing line between the privileges of the CPL and ATPL is still based on 5 700 kg MTOM rather than on the crew complement as in the current edition of Annex 1.
- 2.5.1.2 k)
2.6.1.1 f) Knowledge requirements on human performance and limitations are not implemented.
- 2.6.1.3 Flight instruction requirements are not implemented.
- 2.7.1.2 g) Knowledge requirements on human performance and limitations are not implemented.
- 2.7.1.4 Flight instruction requirements are not implemented.
- 2.8.1.2 i) Knowledge requirements on human performance and limitations are not implemented.
- 2.8.1.4 Flight instruction requirements are not implemented.
- 2.8.2 Ordinance #5, 2.8.2 and 2.11.2: The dividing line between the privileges of the CPL and ATPL is still based on 5 700 kg MTOM rather than on the crew complement as in the current edition of Annex 1.
- 2.9.1.2 k)
2.10.1.1 f) Knowledge requirements on human performance and limitations are not implemented.
- 2.10.1.3 Flight instruction requirements are not implemented.
- 2.12.1.2 g)
2.13.1.2 h) Knowledge requirements on human performance and limitations are not implemented.

CHAPTER 2

- 2.5.1.5.1 Canada does not require the use of a multi-crew aircraft for the demonstration of skill for the issue of an airline transport pilot licence.
- 2.6.1.5.1 Holders of instrument ratings do not require a Class 1 Medical Assessment.
- 2.10.1.5 Holders of instrument ratings do not require a Class 1 Medical Assessment.

CHAPTER 3

- 3.3.1.3 Canada gives aircraft maintenance engineers a credit of 50 hours toward the experience requirement for the flight engineer licence.

CHAPTER 1

- 1.2.5.2.2* There is no relevant provision for pilot licences. All holders of air traffic controller licences have a uniform 24-month interval medical examination.

CHAPTER 2

- 2.1.9.2 The holder is entitled to be credited with all the co-pilot flight time towards the total flight time required for a higher grade of pilot licence.
- 2.4.2.1 There is no relevant provision for the privilege of the holder of a commercial pilot licence — aeroplane to act as pilot-in-command in commercial air transportation in any aeroplane certificated for single-pilot operation.
- 2.7.1.3.2 The requirement for solo cross-country flight time is three hours.
- 2.8.1.3.1.1 c) There is no relevant provision for an applicant to complete in helicopters the ten hours of instrument instruction time of which no more than five hours may be instrument ground time.
- 2.8.1.4.1 g) There is no relevant provision for an applicant for a CPL — helicopter to have operations experience in hovering out of ground effect; operations with external load.
- 2.12.1.2.1* There is no provision for an applicant to demonstrate a level of knowledge appropriate to the privileges to be granted to the holder of a glider pilot licence, in radiotelephony procedures and phraseology as appropriate to VFR operations and on actions to be taken in case of communication failure.
- 2.12.1.3.2 There are no relevant provisions for an applicant to gain, under appropriate supervision, operational experience in gliders in the following areas:
- c) traffic pattern operations, collision avoidance precautions and procedures;
 - d) control of the glider by external visual reference;
 - h) cross-country flying using visual reference and dead-reckoning.
- 2.12.2.2* There is no provision for a glider pilot licence holder to complete not less than ten hours of flight time as a pilot of gliders if passengers are to be carried.
- 2.13.1.2.1* There are no provisions for an applicant to demonstrate a level of knowledge appropriate to the privileges to be granted to the holder of a free balloon pilot licence, in radiotelephony procedures and phraseology as appropriate to VFR operations and on actions to be taken in case of communication failure.
- 2.13.1.3.2. f) There is no relevant provision for an applicant to gain, under appropriate supervision, operational experience in free balloons in the area of cross-country flying using visual reference and dead-reckoning.

*Recommended Practice

- 2.13.1.3.3 There is no provision that if the privileges of the licence are to be exercised at night, the applicant shall have gained, under appropriate supervision, operational experience in free balloons in night flying.
- 2.13.2.2

CHAPTER 3

- 3.2.1.2 There are no provisions that the applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a flight navigator licence, in the following subjects:

Flight performance and planning

- b) effects of loading and mass distribution on aircraft performance;

Principles of flight

- o) principles of flight;

Radiotelephony

- p) radiotelephony procedures and phraseology.

- 3.3.1.2 There is no provision that the applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a flight navigator licence in the following subject:

Radiotelephony

- t) radiotelephony procedures and phraseology.

- 3.3.1.2.1 a)* There is no provision for an applicant to demonstrate a level of knowledge appropriate to the privileges granted to the holder of a flight engineer licence in the following subjects: fundamentals of navigation; principles and operation of self-contained systems.

CHAPTER 4

- 4.2.1.2 There is no provision that the applicant shall have demonstrated a level of knowledge relevant to the privileges to be granted and appropriate to the responsibilities of an aircraft maintenance licence holder in the following subject:

Human performance and limitations

- e) human performance and limitations relevant to the duties of an aircraft maintenance licence holder.

- 4.3.1.1 The age requirement for an applicant for an air traffic controller licence is twenty.

- 4.4.2.2.1 c) There is no relevant provision because precision approach has not yet been implemented.

*Recommended Practice

CHAPTER 2

- 2.3.1.3.2 Due to local geographical constraints, it is not possible to complete one cross-country flight totalling not less than 270 km (150 NM) in the course of which full-stop landings at two different aerodromes are made. In that case the licence, on initial issue, will be endorsed: “The holder has not met the requirement in respect of the experience of cross-country solo flight time specified in paragraph 2.3.1.3.2 of Annex 1 to the Convention on International Civil Aviation.”

CHAPTER 4

- 4.5 Flight operations officer/flight dispatcher licences are not issued.

CHAPTER 2

2.1.10 Pilot licences shall have maximum age limits in accordance with the following:

- a) pilots cannot act as airline transport pilots if they have attained their 60th birthday;
- b) commercial pilots with a type rating cannot act as captains if they have attained their 60th birthday; and
- c) commercial aeroplane pilots with a class rating shall be limited to a maximum age of 65 years.

The other licences shall not have maximum age restrictions and they shall be valid as long as the medical certificate and respective flight check, when these may be required, are valid.

In those cases where maximum age limits are established for the exercise of the privileges of a licence, these privileges shall be modified or cancelled, as relevant, once the holder reaches the age indicated.

2.5.1.3.1 The applicant shall have completed in aeroplanes not less than:

- a) 100 hours of flight time as pilot-in-command;
- b) 75 hours of instrument night flights;
- c) 100 hours of night flights.

2.6 Since, in accordance with Colombia's aeronautical regulations, every aeroplane pilot receives theoretical and practical training and other requirements specific to an instrument rating, holders of pilot licences — aeroplane (private, commercial or airline) can exercise their privileges both in visual flight (VFR) and in instrument flight (IFR), and consequently the corresponding rating will be incorporated in such licences.

2.9 In Colombia, there are no airline pilots for helicopters, and consequently this licence is not issued.

CHAPTER 3

3.3 In Colombia, the “Licencia de Mécanico de a Bordo” is called the “Licencia de Ingeniero de Vuelo”.

In Colombia, the chapter corresponding to crew members other than pilots includes, in addition to the flight navigator and flight engineer licences, that of cabin crew member.

CHAPTER 4

4.4.1.1 The applicant for an air traffic controller licence shall be not less than 18 years of age.

CHAPTER 1

- 1.2, Note 2 Cuba does not issue flight radio operator licences. In addition, Cuba issues the following licences:
- cabin crew member;
 - Class I meteorologist;
 - Class III meteorologist.
- 1.2.5.2 Cuba stipulates medical examinations every 12 months for:
- air traffic controllers;
 - cabin crew members;
 - Class I meteorologists;
 - Class III meteorologists;
 - aeronautical station operators;
 - flight operations officers.
- 1.2.5.2.1 Once commercial aeroplane and helicopter pilots, flight engineers and navigators have passed their 40th birthday, Cuba stipulates that the 12-month interval for medical examinations be reduced to 6 months.
- 1.2.5.2.2* Once private aeroplane and helicopter pilots, glider pilots and free balloon pilots have passed their 40th birthday, Cuba stipulates that the 24-month interval for medical examinations be reduced to 12 months.
- 1.2.5.2.3 A medical examination may be deferred for a limited period up to:
- 3 months for non-crew members;
 - 2 months for cabin crew members; and
 - 1 month for all categories of pilots.

CHAPTER 2

- 2.1.10 If they have attained their 60th birthday, Cuba curtails the issuance of licences to all categories of pilots, except private pilots, as well as flight engineers and navigators.
- 2.2.3 Current Medical Class 1 is required.
- 2.3.1.6 Current Medical Class 1 is required.
- 2.7.1.1 The applicant must be not less than 18 years of age.
- 2.11.1.2 The applicant must have 300 hours of flight time as a pilot-in-command in the type of aircraft in which training is to be given.
- 2.12.1.5 Current Medical Class 1 is required.

*Recommended Practice

CHAPTER 3

- 3.2.1 The applicant must be not less than 21 years of age.

CHAPTER 4

- 4.1 Cuba does not issue the full aircraft rating. Class 3 Medical Fitness is stipulated for aircraft maintenance technicians.
- 4.3.1.4 Class 1 Medical Fitness is stipulated.
- 4.5.1 Class 3 Medical Fitness is stipulated.
- 4.6.1 Class 3 Medical Fitness is stipulated for the holders of the meteorologist licence.

CHAPTER 6

- 6.2.1 In Cuba, applicants for aeronautical licences are required to have anthropometric medical fitness as follows:
- Height of between 164 and 190 cm for men and between 160 and 184 cm for women except ATC and Class 3.
 - No obesity at all. Weight shall be proportional to height and a maximum or minimum weight within 5 per cent of the ideal theoretical weight is allowed.
-

CHAPTER 1

1.2.5.2 Medical fitness reports will be submitted at five-year intervals until the age of 30.

CHAPTER 1

- 1.2.5.2 The Danish requirements state that a report of medical fitness will be submitted at five-year intervals until the age of 30.

CHAPTER 2

- 2.1.10 The Danish requirements state the following:
- a) Age 60-64. The holder of a pilot licence who has attained the age of 60 years shall not act as pilot of an aircraft engaged in commercial air transport operations, except:
 - 1) as a member of a multi-pilot crew and provided that
 - 2) such holder is the only pilot in the flight crew who has attained age 60.
 - b) Age 65. The holder of a pilot licence who has attained the age of 65 years shall not act as a pilot of an aircraft engaged in commercial air transport operations.

CHAPTER 3

- 3.2 Not issued.

CHAPTER 5

- 5.1.1 The address in Roman V will, in licences issued after 1 July 1999, be that of the Civil Aviation Administration — Denmark, who will keep an updated file of licence holders' private addresses.
-

CHAPTER 1

1.2, Note 2 b) Estonia has not established any aeronautical station operator position.

CHAPTER 4

4.2 Medical fitness. The applicant shall hold a current Class 3 Medical Assessment.

4.5 Medical fitness. The applicant shall hold a current Class 3 Medical Assessment.

4.6 Not issued.

CHAPTER 1

- 1.2.5.2 The intervals for medical examinations for glider pilot licences are 60 months for holders who have not passed their 40th birthday and 36 months thereafter.

CHAPTER 2

- 2.1.10 The holder of a commercial pilot licence or airline transport pilot licence is entitled to act as pilot in commercial air transport operations up to the age of 65 years, subject to the following restrictions:
- a) that it is a multi-pilot crew operation and he/she is the only pilot in the flight crew who has attained the age of 60 years; and
 - b) that to act as pilot-in-command in international operations, he/she has obtained a special permit to fly over from the States concerned.
-

CHAPTER 2

- 2.1.5.2 Given the stringent requirements it has set for an airline transport pilot licence, France demands only that applicants for a type rating on a two-pilot aircraft possess those elements of the APL knowledge requirements that the Authority has determined are necessary for the performance of their duties aboard the aircraft type in question.
- 2.3.2.1 Subject to compliance with certain particular requirements, flying clubs are authorized to have recourse to their private aeroplane or helicopter pilot members, but not for remuneration, to operate local revenue flights. A local flight is defined as a flight of less than 30 minutes between take-off and landing, not involving transport between two aerodromes and during which the aircraft does not travel more than 40 kilometres from its point of departure.
- 2.6.1.5.1 Pending the implementation of FCL3, France does not require that private pilot licence holders applying for an aeroplane or helicopter instrument rating meet the Class 1 hearing requirement.
- 2.7.1.2 g) Pending the implementation of FCL2, there is no regulatory requirement concerning training programmes or examinations on human performance and limitations for the private pilot — helicopter.
- m) Pending the implementation of FCL2, there is no regulatory requirement concerning training programmes and examinations on radiotelephony procedures and phraseology as applied to VFR operations and action to be taken in the case of communication failure.
- 2.7.1.3.2 Pending the implementation of FCL2, the regulatory requirement for cross-country flight time completed by an applicant on helicopters is 3 hours instead of 5 hours and 25 NM instead of 100 NM as required by the ICAO SARP.
- 2.7.2.1 Subject to compliance with certain particular requirements, flying clubs are authorized to have recourse to their private aeroplane or helicopter pilot members, but not for remuneration, to operate local revenue flights. A local flight is defined as a flight of less than 30 minutes between take-off and landing, not involving transport between two aerodromes and during which the aircraft does not travel more than 40 kilometres from its point of departure.
- 2.8.1.3.1.1 c) Pending the implementation of FCL2, there is no regulatory requirement that an applicant for a commercial pilot licence — helicopter complete in helicopters at least 10 hours of instrument instruction time of which not more than 5 hours may be instrument ground time.
- 2.9.1.3.1.1 b) Pending the implementation of FCL2, there is no regulatory requirement that an applicant for an airline transport pilot licence — helicopter complete in helicopters no less than 200 hours of cross-country flight time of which not less than 100 hours shall be as pilot-in-command or as co-pilot performing, under the supervision of the pilot-in-command, the duties and functions of a pilot-in-command, provided that the method of supervision employed is acceptable to the Licensing Authority.
- 2.10.1.5.1 Pending the implementation of FCL3, France does not require that private pilot licence holders applying for an aeroplane or helicopter instrument rating meet the Class 1 hearing requirement.
- 2.11 Pending the implementation of FCL2, there is a regulatory requirement for an aeroplane flight instructor rating but not for a helicopter instructor rating (study in progress).

- 2.12.1.2 g) and j) There is no regulatory requirement for glider pilots to be trained and examined on human performance and limitations, but the documentation provided to students includes information on Human Factors.
- 2.13.1.3.1 The regulatory requirement is 12 hours instead of 16 hours of flight time in free balloons.

CHAPTER 4

- 4.2 France does not issue individual licences to maintenance technicians/mechanics. The Authority issues certificates to maintenance organizations that comply with the Standards and procedures contained in the regulations.
-

CHAPTER 2

- 2.1.10 The German Order on the Operation of Aircraft provides for a regulation which merely recommends the aircraft operators not to employ crew members who have attained their 60th birthday.

CHAPTER 4

- 4.3.1 According to the German regulations, an air traffic controller licence will be issued to an applicant without any controller rating after having passed the final theoretical and practical checks. This initial controller licence will permit the applicant to operate as air traffic controller under supervision only, and the licence will expire after 12 months if the applicant has not acquired at least one controller rating.

CHAPTER 4

- 4.3.1.4 Implemented only for applicants for initial issue or renewal of an aerodrome control rating.
- 4.4.1.1 a) Aerodrome radar control rating (additional rating).
- 4.4.2.1 c) Aerodrome radar control rating (additional rating). The applicant shall meet the requirements specified in 4.4.2.1 a) and the rest of the requirements specified in this subparagraph.
- 4.4.2.2.1 b) Aerodrome radar control rating (additional rating). The same requirement as specified in this subparagraph.

CHAPTER 6

- 6.1.1 c) Implemented only for applicants for initial issue or renewal of an aerodrome control rating.
- 6.2.2 Cases of brain tumours (benign or malignant), even if they have been surgically removed, shall be assessed as unfit.
- 6.3.2.5 A by-pass surgical operation or a history of proven coronary insufficiency (angina pectoris) by updated thorough cardiovascular examination that may be reasonably expected to lead to myocardial infarction shall be disqualifying.
- 6.3.3 The applicant shall be required to have heterophoria no more than Hyper 1 pd. Eso 10 pd.
- 6.5.1 Implemented only for applicants for initial issue or renewal of an aerodrome rating.
-

CHAPTER 1

- 1.2.5.2 The national requirements state that the interval for submitting a report of medical fitness will be 5 years until the age of 30.

CHAPTER 2

- 2.1.10 The national requirements state the following:
- a) Age 60-64. The holder of a pilot licence who has attained the age of 60 years shall not act as a pilot of an aircraft engaged in commercial air transport operations except:
 - 1) as a member of a multi-pilot crew and provided that,
 - 2) such holder is the only pilot in the flight crew who has attained age 60.
 - b) Age 65. The holder of a pilot licence who has attained the age of 65 years shall not act as a pilot of an aircraft engaged in commercial air transport operations.
-

CHAPTER 2

- 2.5.1.5.1 Skill tests for the granting of ATPLs (aeroplanes and helicopters) can be conducted on a
2.9.1.5.1 single-engined aircraft.

CHAPTER 4

- 4.3 Air traffic controllers are employees of the Airports Authority of India (AAI), which is a Public Sector Undertaking. They meet all the requirements of Annex 1 except that:
- a) their medical examination is conducted only at the time of initial recruitment; and
 - b) they are not licensed.
- 4.5 Flight dispatchers are presently approved by the DGCA after they have completed an approved training and have met the requirements of Annex 1. No licence is issued to them.
-

CHAPTER 1

1.2.2 An oral examination and a flight test are required for validation of foreign licences.

1.2.5.2 Six months for the senior commercial pilot — aeroplane licence.

Six months for the airline transport pilot — aeroplane and helicopter licences.

CHAPTER 2

2.1.10 Any pilot (pilot-in-command or co-pilot) of an aircraft engaged in scheduled international air services or non-scheduled air transport operations for remuneration or hire, who has attained his/her 60th birthday, may continue to act as pilot-in-command or co-pilot until the age of 61 provided that:

- a) he/she undergoes a medical check at least every four months;
- b) the other pilot operating in the same flight is less than 60 years of age.

The waiver is cancelled if any operational, physical or mental problem occurs.

2.3.1.1, 2.7.1.1,
2.8.1.1, 2.9.1.1 He shall be not less than 18 years of age.

CHAPTER 2

2.1.10 The practice in our country shall be as follows:

- a) on reaching age 60, a pilot shall not be permitted to act as pilot in international commercial air transport operations except as a member of a multi-pilot crew and provided that not more than one pilot in a multi-pilot crew has reached age 60; and
 - b) on reaching age 65, a pilot shall not be permitted to act as a pilot in commercial air transport operations.
-

CHAPTER 1

1.2.2 Kyrgyz civil aviation specialists, depending on the level of their theoretical training, practical skills and professional working experience, get licences of different qualifications:

- pilot of the 3, 2, 1 class;
- navigator of the 3, 2, 1 class;
- flight engineer (flight mechanic) of the 3, 2, 1 class;
- dispatcher of the 3, 2, 1 class;
- engineer (technician) of the 3, 2, 1 class.

The 1st class is the highest. A 1st-class pilot licence can be issued to 2nd-class pilots if they comply with the specified requirements and confirm their professional knowledge and skills.

1.2.5.2.1 For pilots over 40 years, the 12-month interval shall not be reduced.

CHAPTER 2

2.1.9.1 The following factors shall be taken into account when issuing pilot licences and promoting class qualification:

- total accident-free flight experience, irrespective of the occupied title (pilot-in-command or second pilot), the pilot holds at the time;
- total flight experience in the title of pilot-in-command;
- night flight experience in the title of pilot-in-command.

2.1.9.2 The following factors shall be taken into account when issuing pilot licences and promoting class qualification:

- total accident-free flight experience, irrespective of the occupied title (pilot-in-command or second pilot), the pilot holds at the time;
- total flight experience in the title of pilot-in-command;
- night flight experience in the title of pilot-in-command.

2.1.9.3 The following factors shall be taken into account when issuing pilot licences and promoting class qualification:

- total accident-free flight experience, irrespective of the occupied title (pilot-in-command or second pilot), the pilot holds at the time;
- total flight experience in the title of pilot-in-command;
- night flight experience in the title of pilot-in-command.

2.4 This corresponds to the 3rd-class pilot licence which is given upon graduating from flying school. Requirements relating to age, knowledge, experience and skills should be not less than those needed for the commercial pilot licence. Data on aircraft class and type shall be entered on the licence.

2.5 This corresponds to the 2nd-class pilot licence. Data on the class (2) conferment and aircraft class and type shall be indicated on the pilot's licence. For the 1st-class licence, the requirements relating to the working experience shall be higher.

2.5.1.1 The minimum age is 18.

CHAPTER 3

- 3.2.1.3.1 The applicant who has passed the approved navigator training at an educational institution shall get the navigator licence.
- 3.3.1.3.1 The applicant who has passed the approved engineering training at an educational institution shall get the flight engineer licence.
- 3.4 There is a regulation relating to the issuing of a licence to flight radio operators. The requirements for such a licence correspond to the requirements of 3.3 of Annex 1.
-

CHAPTER 1

1.2.1 Authority to act as a flight crew member is not implemented.

1.2.4 Medical fitness requirements are not implemented.

CHAPTER 1

- 1.2.2.1 Malaysia renders valid flight crew licences of Contracting States for private flights, provided the licence holder receives no remuneration.
- 1.2.2.2* The period of currency for a CPL is 12 months, if the holder is less than 40 years of age, and 6 months for a holder of 40 years of age or more.

CHAPTER 2

- 2.3.1.3 Malaysia, in addition, issues a PPL (restricted) for microlight/experimental aeroplanes below 750 kg MTOW, which can be granted with a minimum of 30 hours training.
- 2.3.2.1 A holder of a Malaysian PPL, which includes a flight instructor rating, may be paid for giving instruction or conducting flight tests when doing so as and with a member of the same flying club.
- 2.7.2.1 A holder of a PPL, which includes a flight instructor rating valid for helicopters, may be paid for giving instruction or conducting flight tests when doing so as and with a member of the same flying club.

CHAPTER 4

- 4.2.1.1
- a) 18 years of age for a trainee air traffic controller;
 - b) 20 years of age for an air traffic controller with an aerodrome, approach, area or radar rating;
 - c) 21 years of age for an air traffic controller with a rating other than b) above.
- 4.6 Not issued.
-

*Recommended Practice

CHAPTER 4

4.4.1.1 The minimum age for the issue of an air traffic controller licence is 18 years.

CHAPTER 2

- 2.1.10 Malta allows the holders of an ATPL or CPL to act as pilot on a multi-crew aircraft and to use the privileges of their licence up to the age of 65 years provided that they are the only pilot in the flight crew aged more than 60 years.
- 2.3 Private pilot licences are not issued by Malta.
- 2.4 Commercial pilot licence — aeroplane. *Ab initio* commercial pilot licence — aeroplane is not issued by Malta. However, Malta issues commercial pilot licences on the basis of equivalent licences issued by ICAO Contracting States after the holder successfully undertakes a Maltese air law test. Such licences are endorsed to indicate the basis of their issue and include a medical certificate issued by a Maltese authorized medical examiner. This medical certificate has to be renewed by a Maltese authorized medical examiner in accordance with Annex 1 requirements. The licence will also include an aircraft type/class rating for the aircraft type/class on which the holder is examined, in flight or in an approved simulator, by a Maltese authorized type/class rating examiner.
- This licensing procedure is applicable only to pilots who hold a licence issued by another ICAO Contracting State or demonstrate that they have carried out training for a licence according to ICAO Standards and Recommended Practices before 1 July 1999.
- 2.5 Malta issues airline transport pilot licences on the basis of equivalent licences issued by ICAO Contracting States before 1 July 1999. The same procedure is used for ATPL issue as for the commercial pilot licence — aeroplane.
- Furthermore, holders of a Malta commercial pilot licence — aeroplane are issued with a Maltese airline transport pilot licence if they meet Annex 1 experience requirements, are successful in ATPL theoretical examinations held by the Department and pass a pilot-in-command check on the aircraft type included in the licence. The pilot-in-command check is carried out by a Maltese authorized type rating/instrument rating examiner.
- 2.6 No *ab initio* instrument ratings are issued by Malta. However, holders of a commercial pilot licence/instrument rating issued by ICAO Contracting States are issued with the instrument rating in their Maltese commercial pilot licence when they successfully undergo an instrument rating check on the aircraft type in their licence with a Maltese authorized instrument rating examiner.
- 2.8 Not issued.
- 2.9 Not issued.
- 2.10 Not issued.
- 2.11 A flight instructor rating is included in a Maltese professional pilot licence when the holder:
- a) already holds a valid flight instructor rating issued by an ICAO Contracting State before 1 July 1999 or training for such a rating was started before 1 July 1999; and
 - b) successfully undergoes a flight instructor rating flight test with a Maltese authorized flight instructor examiner.
- 2.12 Not issued.
- 2.13 Not issued.

CHAPTER 3

3.2 Not issued.

CHAPTER 4

4.2 Not issued. However, holders of current licences of this type, issued in accordance with ICAO Standards, are granted a certificate of validation, which confers the same privileges of the original licence. The validity of the certificate of validation does not extend beyond the period of validity of the original licence.

In the case of engineers who are required to work with approved maintenance organizations, the holder of a certificate of validation has to obtain a personal authorization certificate from the organization's Chief Engineer/Quality Manager that specifies the extent of certifying authority granted by the organization.

4.5 Not issued.

CHAPTER 1

- 1.2.7 Concerning the suspension of licences of aeronautical personnel under the influence of psychotropic substances, Mexican legislation establishes the final cessation of the licence and therefore the ability to perform these duties.
- 1.2.7.3* With respect to the reinstatement of aeronautical personnel in their activities after rehabilitation treatment, Mexican legislation does not regulate such a situation. It establishes only the final cessation of the licence for using those substances.
-

*Recommended Practice

CHAPTER 2

2.3.1.2 g) Not implemented.

CHAPTER 1

1.2.1 Not implemented.

1.2.4 Not implemented.

CHAPTER 1

- 1.2.5.1.1 Aircraft ratings are entered in the log book but they may be entered on the licence upon the payment of a processing fee. When the aircraft ratings are only entered in the log book, it is impossible for another State to assess whether the licence is valid for a specific flight as there is no requirement for the log book to be carried with the licence.
- 1.2.5.2 The duration is 60 months for Class 2 Medical Assessments for applicants under the age of 40 years.
- 1.2.5.2.2* Private pilots revert to a yearly medical assessment only at age 50 years and over.
- 1.2.6.1 In the New Zealand regulations this Standard is implemented only for licences that require medical certification and, as a consequence, does not apply to aircraft maintenance engineers.

CHAPTER 2

- 2.1.5.2 c) Not implemented.
- 2.1.10 Not implemented.
- 2.2.2.1 New Zealand regulations do not specifically exclude solo international flights.
- 2.3.1.3.2 There is no requirement for a cross-country solo flight totalling not less than 150 NM for aeroplanes or 100 NM for helicopters in the course of which two landings at two different aerodromes shall be made.
- 2.3.1.4.1 h) Instrument flight training is required only when night privileges are sought.
- 2.3.2.1 In some conditions private pilots are authorized to act as the pilot of an aircraft operated for hire and reward.
- 2.5.1.5.1 e) Not implemented.
- 2.5.1.5.1.1 f) Not implemented.
g)
- 2.7.1.3.2 There is no requirement for a cross-country solo flight totalling not less than 150 NM for aeroplanes or 100 NM for helicopters in the course of which two landings at two different aerodromes shall be made.
- 2.7.1.4.1.1* Instrument flight training is required only when night privileges are sought.
- 2.7.2.1 In some conditions private pilots are authorized to act as the pilot of an aircraft operated for hire and reward.
- 2.8.1.3.1.1 c) Instrument flight training is required only when night privileges are sought.
2.8.1.4.1 h)

*Recommended Practice

2.9.1.5.1 d)	Not implemented.
2.9.1.5.1.1 f) g)	Not implemented.
2.12 2.13	Glider and free balloon pilots need not have a licence when they are not flying for hire and reward.

CHAPTER 3

3.2	Not implemented.
3.3.1.2.1 b)*	No knowledge of operational aspects of meteorology is required.

CHAPTER 4

4.4.2.2.2	Implemented in practice but not in the regulations.
4.5	Not implemented.
4.6	Not implemented.

CHAPTER 5

5.1.1	The following differences exist with the physical specifications of personnel licences: <ul style="list-style-type: none"> a) the name of State is “New Zealand lifetime” rather than “New Zealand”; b) the address is not included on the licence; and c) the Roman numeral identifiers are not used.
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CHAPTER 6

6.3.2.5.1	Between the ages of 30 and 40, electrocardiography is required at 30, 35, 38 and 40 rather than at two-year intervals.
6.3.4.1	Audiometry is required every four years irrespective of age.
6.4.2.8.1*	Radiography is required at the initial examination but is not repeated periodically thereafter.
6.5.4.1	Audiometry is required every four years irrespective of age.

*Recommended Practice

CHAPTER 1

1.2.1 Not implemented.

1.2.4 Not implemented.

CHAPTER 1

- 1.2.5.2 For private pilots under the age of 40, the interval is 60 months, between 40 and 50 years the interval is 24 months and for private pilots above 50 years the interval is 12 months.

CHAPTER 2

- 2.12 Not issued. The Norwegian CAA has granted the organization “Norsk Aero Klubb” permission to
2.13 issue certain documents which entitle the holder to act as a crew member on gliders and free balloons in Norwegian airspace.

CHAPTER 3

- 3.2 Not issued in Norway.
3.3 The flight engineer licence is issued according to the Standards of Annex 1, 7th edition.

CHAPTER 4

- 4.2.1.1 The minimum age for obtaining a licence is 21 years.
4.3 Air traffic controllers in Norway are unlicensed state employees. The Standards of Annex 1, however, apply.
4.5 Not issued in Norway.
-

CHAPTER 1

1.2, Note 2 Provisions are also established for the issuance of licences to the following personnel:

- a) student pilots;
- b) ultra-light pilots;
- c) flight radio operators;
- d) cabin crew members;
- e) aircraft maintenance technicians with licence type II;
- f) aircraft maintenance technicians with licence type I;
- g) aeronautical meteorological specialists;
- h) airspace planning specialists;
- i) electronics specialists;
- j) electromechanic specialists;
- k) specialists in handling dangerous goods;
- l) instructors in aeronautical specialities;
- m) aeronautical station operators — type I;
- n) aeronautical station operators — type II.

1.2.5.2 The certificate of medical fitness obtained shall be renewed at intervals of not greater than:

- a) 24 months for the student pilot licence;
- b) 36 months for the:
 - private pilot licence — aeroplane;
 - private pilot licence — helicopter;
 - aircraft maintenance technician licence — type I;
 - aircraft maintenance technician licence — type II;
- c) 6 months for the:
 - airline transport pilot licence — aeroplane;
 - airline transport pilot licence — helicopter;
- d) 12 months for the:
 - cabin crew member licence;
 - flight radio operator licence;
 - air traffic controller licence; and
- e) 24 months for the ultra-light pilot licence.

1.2.5.2.1 When the holders of private pilot licences — aeroplane and helicopter, glider pilot licences and free balloon pilot licences have attained their 40th birthday, the 24-month interval shall be reduced to 12 months.

CHAPTER 2

- 2.1.2 Provisions are adopted for the rating of agricultural flight and ultra-light pilot licences.
- 2.1.3.1 Class ratings are also established for rotorcraft, single-engined helicopters, multi-engined helicopters and gyroplanes.
- 2.1.3.2 Type ratings are required for each commercial aircraft whose weight exceeds 4 750 kg, as well as for each helicopter (of whatever weight) and any type of aircraft (including complex conventional types), if this is considered necessary.
- 2.1.10 A pilot licence is not issued to persons who have attained their 62nd birthday, nor can they act as pilot-in-command or co-pilot of an aircraft engaged in scheduled and non-scheduled national and international public air transport for remuneration or hire when they have attained their 62nd birthday.
- 2.2.3 Each student pilot shall demonstrate medical fitness on the basis of compliance with the requirements established in the Class 2 Medical Assessment.
- 2.3.1.1 Applicants shall have attained their 18th birthday.
- 2.3.1.2 g) This provision is not included in the Panamanian regulations.
- 2.3.1.3.1 Not less than 35 hours, if they have satisfactorily completed an approved training course.
- 2.3.1.3.2 Three hours of cross-country flight time, including a return flight of 50 NM from the point of departure and involving two complete landings made at different points on the route. The three hours of cross-country flight time may be included in the total of 40 or 35 hours.
- 2.4.1.2 i) This provision is not included in the Panamanian regulations.
- 2.4.1.3.1.1 c) Fifteen hours of instrument flight, no more than 5 of which may be on a synthetic flight trainer.
- d) These hours shall include at least 10 take-offs and landings.
- 2.5.1.2 k) This provision is not included in the Panamanian regulations.
- 2.5.1.3.1.1 a) The applicant shall have completed not less than 150 hours as pilot-in-command. In addition, the 250 hours shall include 100 additional hours of cross-country flight time, of which not less than 25 shall have been at night.
- c) Not more than 25 hours shall be instruction time.
- In addition, provisions are established for gyroplane pilots, such as:
- a) applicants shall have attained their 18th birthday;
 - b) they shall have completed no less than 30 hours of training flight time and solo flight time, including:
 - 15 hours of training flight time; and
 - two hours of instruction time, including three take-offs at airports 25 NM distant from one another.

- 2.6.1.1 f) This provision is not included in the Panamanian regulations.
- 2.6.1.2.2 a) Applicants shall have completed not less than 150 hours of flight time as pilot-in-command and 50 hours of cross-country flight time, with not more than 15 hours of ground time.
- 2.7.1.1 Applicants shall have attained their 18th birthday.
- 2.7.1.2 g) This provision is not included in the Panamanian regulations.
- 2.7.1.3 Applicants shall have completed three hours of cross-country flight time, including a flight to a landing strip 25 NM from the point of departure.
- 2.8.1.2 i) This provision is not included in the Panamanian regulations.
- 2.9.1.2 k)
- 2.9.1.3.1.1 a) Applicants shall have completed 200 hours of flight time as pilot-in-command.
- b) 100 hours of cross-country flight time; in addition, 100 hours of flight time of which not less than 25 hours shall have been in a helicopter.
- 2.10.1.1 f) This provision is not included in the national regulations.
- 2.10.1.2.2 a) The applicant shall have completed not less than 150 hours of flight time as pilot-in-command, including not less than 50 hours of cross-country flight time.
- b) Not more than 15 hours shall be ground time.
- 2.11.1.1 k) This provision is not included in the Panamanian regulations.
- 2.11.1.2 In addition, applicants shall have completed not less than 200 hours of flight time as pilot-in-command, 10 hours of instruction as pilot-in-command in the category, class and, where appropriate, type of aircraft on which they will give flight instruction, and 20 hours of instrument training.
- 2.12.1.3 Applicants shall have completed three hours of solo flight time, during which they shall have performed not less than 20 take-offs and 20 landings.
- 2.13.1.1 Applicants shall have attained their 18th birthday.
- 2.13.1.3.1 Applicants shall have completed not less than 8 ascents with an average flight time of two hours. Also, the total shall include:
- a) 6 ascents under instruction;
- b) one ascent under the supervision of a free balloon pilot at a height of not less than 10 000 ft during which applicants had control; and
- c) one ascent in which the pilot was the only occupant of the balloon.

CHAPTER 3

- 3.2.1.1 Applicants shall have attained their 21st birthday.

3.2.1.3.1 In addition, when applicants have acquired experience as a pilot engaged in air transport, 50 per cent of the flight hours acquired can be credited. The 30 hours of cross-country flight time by night shall not be credited.

3.3.1.1 Flight engineers shall be not less than 21 years of age. In addition, provisions are adopted for the cabin crew member licence, with a minimum age of 18.

Applicants shall complete an annual programme of emergency training and demonstrate medical fitness for the Class 2 Medical Assessment.

CHAPTER 4

4.3.1.1 Applicants shall have attained their 18th birthday.

4.3.1.2 d) This provision is not included in the Panamanian regulations.

4.4.2.2.1 b) 1) Applicants shall have provided services satisfactorily under the supervision of a rated aerodrome controller for not less than three months.

2) Applicants shall have provided services satisfactorily under the supervision of a rated area controller or rated radar controller for not less than three months.

4.6 There are two classes of the aeronautical station operator licences:

- a) aeronautical station operator — type I; and
- b) aeronautical station operator — type II.

4.6.1.4 The aeronautical station operator — type I — national shall have completed three months of satisfactory service.

The aeronautical station operator — type II — international shall have completed two months of satisfactory service.

CHAPTER 6

6.1.1 a) The Class 1 Medical Assessment also applies to student pilots applying for commercial licences.

b) The Class 2 Medical Assessment also applies to applicants for and holders of the following licences:

- a) student pilots applying for private licences;
- b) cabin crew members;
- c) aircraft maintenance technicians — types I and II;
- d) ultra-light aircraft pilots;
- e) gyroplane pilots; and
- f) flight operations officers/flight dispatchers.

6.3.2.5.1 After the age of 40, every three years or when considered necessary.

- 6.3.3.3 a) Applicants shall have a distant visual acuity of 20/20 or better in each eye separately, with or without correcting lenses.

In addition, when this Standard is obtained with correcting lenses, the refractive error shall be within the range ± 3.5 dioptres (equivalent spherical error).

When the use of contact lenses is required because of a visual defect, applicants shall have to be assessed to check that:

- a) the medical indication is for this type of lenses;
- b) these lenses correct the visual defect (distant vision); and
- c) they demonstrate their tolerance to the use of these lenses.

- 6.3.4.1 The frequency shall be every three years.

- 6.4.2.5 In addition the holder of a licence who, according to an accredited report, has recovered satisfactorily from a myocardial infarction can be considered fit within the limitations and conditions set by the aviation medicine section and medical board.

Holders of licences to whom this type of medical assessment is applied, who have a history of myocardial infarction and who have successfully undergone surgical treatment of the coronary artery bypass type, shall be assessed individually by the aviation medicine section who will determine their fitness through a medical board.

CHAPTER 2

- 2.8.1.3.1.1 b) The applicant must have obtained the experience requirement when obtaining a private pilot licence
— helicopter.

CHAPTER 1

1.2, Note 2

The Peruvian regulations also include the following licences:

- student pilot;
- cabin attendant;
- flight instructor;
- ground instructor;
- AFIS operator;
- maintenance inspector;
- aircraft repairman.

1.2.5.2

The Peruvian regulations stipulate the following periods for the submission of the report of medical fitness:

- 12 months for the private pilot licence (aeroplane and helicopter);
- 12 months for the glider pilot licence;
- 12 months for the free balloon pilot licence.

CHAPTER 2

2.1.10

The Peruvian regulations prescribe the 60-year curtailment only for pilots-in-command who are operating national or international air transport services for remuneration or hire on aeroplanes having a passenger capacity of over thirty seats and a maximum cargo payload greater than 3 400 kg. In other operations, they can act as pilots-in-command or co-pilots until they are 65 years of age.

2.5.1.3

The Peruvian regulations stipulate the following aviation experience requirements for the airline transport pilot licence — aeroplane:

The applicant shall have completed not less than 1 500 flying hours as pilot; 250 flying hours either as pilot-in-command, or made up by not less than 150 hours as pilot-in-command and the necessary additional flight time as co-pilot performing, under the supervision of the pilot-in-command, the duties and functions of a pilot-in-command; 500 hours of cross-country flight time; 75 hours of instrument time, of which a maximum of 25 may be instrument ground time; and 100 hours of night flight as pilot-in-command or as co-pilot.

CHAPTER 1

1.2, Note 2 Russian civil aviation specialists are, depending on the level of theoretical training, practical skills and working experience, issued with licences with the corresponding grade being given:

- pilots (Grades 3, 2 and 1);
- flight navigators (Grades 3, 2 and 1);
- flight engineers (flight mechanics) (Grades 3, 2 and 1);
- flight radio operators (Grades 3, 2 and 1);
- traffic controllers (Grades 3, 2 and 1);
- engineers (technicians) (Grades 3, 2 and 1).

Grade 1 is the highest.

In addition licences are issued to flight attendants, flight operators and parachute service instructors.

The pilot (Grade 1) licence is issued to pilots (Grade 2) provided that established requirements are met and professional knowledge and skills are verified.

1.2.5.2.1 The 12-month interval is not reduced for pilots over 40.

CHAPTER 2

2.1.9 When licences are issued or a higher grade is given to pilots, account is taken of the following flying experience:

- the total accident-free flight time, irrespective of the capacity (pilot-in-command or co-pilot) in which the pilot acted;
- the total solo flight time as pilot-in-command;
- the solo flight time as pilot-in-command at night.

2.1.10 An age limit does not restrict the holder of a licence when acting as the pilot-in-command or co-pilot.

2.4 This corresponds to the pilot Grade 3 licence which is given after completion of flying school. The requirements concerning age, knowledge, experience and skills are no lower than the requirements for the issue of a commercial pilot licence. A rating as to the grade of licence and type and class of aircraft is entered on the licence.

2.5 This corresponds to the classification of pilot Grade 2. Ratings as to the grade given (Grade 2) and the type and class of aircraft are entered on the pilot licence. For pilot Grade 1 licence, the requirements concerning experience exceed the requirements for the issue of the airline transport pilot licence.

2.5.1.1 The minimum age is 18 years.

CHAPTER 3

3.2.1.3.1 The applicant, having completed an approved flight navigator training programme at an educational establishment, receives the flight navigator licence.

- 3.3.1.3.1 The applicant, having completed an approved flight engineer training programme, receives the flight engineer licence.
- 3.4 Provision is made for the issue of a flight radio operator licence. The requirements for the issue of the licence correspond to the requirements of 3.3 of Annex 1 (Seventh Edition). A flight radiotelephone operator licence is not issued.
-

CHAPTER 1

- 1.2.5.2 Persons performing airline transport pilot duties must be medically examined at 6-month intervals, regardless of age or type of aircraft.
- Persons performing air traffic control tower duties must be medically examined at 12-month intervals, regardless of age.
- 1.2.5.2.1 Persons performing airline transport pilot duties must be medically examined at 6-month intervals, regardless of age or type of aircraft.

CHAPTER 2

- 2.1.3.2 b) Type ratings for small helicopters (5 700 kg or less) are required for air transport pilots and class ratings are required for all grades of certificates.
- 2.1.4.1 Not applied to co-pilots.
- 2.1.4.1.1 Not applied to co-pilots.
- 2.1.5.2 b) Not applied to co-pilots.
- 2.1.9 An applicant for an airline transport pilot certificate with an aeroplane rating may credit all flight time served as co-pilot in aeroplanes required to have more than one pilot by their approved aircraft flight manual or airworthiness certificate toward the total flight time requirement. Flight time served as co-pilot of an aeroplane, performing the duties and functions of a pilot-in-command, may be credited toward the flight time required for an airline transport pilot certificate with an aeroplane rating (if the aircraft or the operating rule required a co-pilot).
- 2.3.1.3.1 If the applicant has satisfactorily completed an approved training course, 35 hours of flight time are required.
- 2.5.1.5.1 There is no requirement for an applicant to demonstrate skills in a multi-engined aeroplane required to be operated with a co-pilot. Skill demonstration may be performed in a single-engined aircraft or in a small multi-engined aircraft requiring only one pilot. A certificate may be issued with a single-engined land or sea class rating, as appropriate.
- 2.7.1.4.1 Fifteen hours must be flight instruction in helicopters.
- 2.9.1.3.1.1 Two hundred hours in helicopters of which 75 hours must be as pilot-in-command.
- 2.12.1.5 Applicants must certify that they have no known defects which make them unable to pilot a glider. They are not required to hold a medical certificate.
- 2.13.1.3.1 Ten hours in free balloons and six in flight.
- 2.13.1.3.3 There is no such requirement.
- 2.13.1.5 Applicants must certify that they have no known defects which make them unable to pilot a balloon. They are not required to hold a medical certificate.

CHAPTER 3

3.3.1.1 Flight engineers must be at least 21 years of age.

CHAPTER 4

4.2.1.3 a) Experience. Our regulations only require 30 months of the appropriate prior experience.

4.3.1.1 To be eligible for an air traffic control tower operator certificate, a person must be at least 18 years of age.

4.3.1.3 Each applicant for a facility rating at any air traffic control tower must have satisfactorily served as an air traffic control tower operator without a facility rating at that control tower for at least 6 months, or as an air traffic control tower operator with a facility rating at a different control tower for at least 6 months before the date the rating is applied for. However, an applicant who is a member of an Armed Force of Saudi Arabia meets these requirements if that applicant has satisfactorily served as an air traffic control tower operator for at least 6 months.

4.3.1.4 No person may act as an air traffic control tower operator in connection with civil aircraft unless that person holds at least a second-class medical certificate.

4.4.2.1 b) 2) Six months.

4.4.2.2.1 b) 1) Six months.

3) Saudi Arabia does not specify a minimum number of precision approaches to be completed prior to receiving a rating.

c) Saudi Arabia does not specify a minimum number of precision approaches to be completed prior to receiving a rating.

4.5.1.1 The applicant must be at least 23 years of age.

4.5.1.2 Saudi Arabia requires applicants to pass a written test.

CHAPTER 6

6.3.2.5.1 Except for duties requiring an airline transport pilot certificate, electrocardiography is not required. For duties requiring an airline transport pilot certificate, applicants who have passed their 35th birthday, but not the 40th birthday, must submit an electrocardiogram on the first examination after the 35th birthday and annually after the 40th birthday.

6.3.3.3 Applicants who must wear correcting lenses will not require testing for refractive error.

CHAPTER 2

- 2.3.1.1 The applicant shall be not less than 18 years of age.
- 2.7.1.1

CHAPTER 1

1.2.5.2 In South Africa the requirements are as follows:

- 60 months for the glider pilot licence; and
- 60 months for the free balloon pilot licence.

A Class 4 medical is issued for all sporting licences, which is valid for 60 months for private use only. However, when these licences are upgraded for commercial use, Class 1 medicals are required, which are valid for 12 months depending on the applicant's age.

CHAPTER 2

Human performance knowledge is not implemented.

2.1.10 The Civil Aviation Authority of the Republic of South Africa shall not permit the holder of a pilot licence, which it has issued, who has attained the age of 60 years, to act as pilot-in-command or co-pilot, as appropriate, of an aircraft engaged in scheduled international air services or non-scheduled international transport operations for remuneration or hire except as a member of a multi-pilot crew and provided that:

- a) such holder is the only pilot in the flight crew who has attained age 60; and
- b) the aircraft is fitted with dual controls.

Such pilots shall not act as the pilot of an aircraft engaged in scheduled/non-scheduled international air service operations after attaining 65 years of age.

2.3.1.3.2 Three hours solo cross-country time.

CHAPTER 4

4.2.1.1 The applicant shall not be less than 21 years of age.

4.5 Not issued.

CHAPTER 6

6.2.3 Additional to the tests for colour vision specified in the relevant ICAO Annex, this Authority is
6.2.4 subjecting candidates with colour vision defects to a practical flight test. The purpose of the test is to determine the safety effects of such defects on the pilot whilst in flight. Medical certificates of candidates who have successfully completed the tests are amended to reflect restrictions in accordance with the safety implications as indicated by the testing officer.

CHAPTER 1

The senior commercial pilot and flight radio operator licences remain in force in Spain under the same conditions and with the same privileges as those established before their elimination in Annex 1.

There is a licensing system for aircraft maintenance technicians based on assessment and experience tests of the candidates together with a parallel system of maintenance personnel authorizations based on being part of an approved maintenance organization.

1.2.5 In order to maintain the validity of licences, it is necessary to prove a minimum amount of experience in the last 12 or 24 months.

In order to maintain the validity of the instrument rating — aeroplane and helicopter, it is necessary to prove 4 hours of IFR flights in the last 12 months.

1.2.5.2.1 When the holders of flight engineer licences have passed their 40th birthday, the 12-month interval specified in 1.2.5.2 will be reduced to six months.

1.2.5.2.2* When the holders have passed their 40th birthday, the 24-month interval specified for the private pilot licence, glider pilot licence and free balloon pilot licence will be reduced to 12 months, and the 12-month interval specified for the commercial pilot licences will be reduced to six months.

1.2.5.2.3 Spain does not envisage any circumstances in which a medical examination may be deferred.

CHAPTER 2

2.1.3.2 Spain requires a type rating for private pilots in aircraft of a maximum take-off weight of over 1 500 kg.

2.1.5.2 Spain establishes additional requirements for obtaining the first type rating.

2.1.8.1 c) The specific authorization to conduct flight instruction, granted by the Contracting State which issued the licence, is not envisaged.

2.1.9.3 This provision is not envisaged. Instead, it is established that the flight time as co-pilot on commercial air transport services will be calculated as 75 per cent of its value, except for that performed in line training, which will be 50 per cent, and when an augmented crew with two co-pilots is authorized, it will be calculated as 25 per cent.

2.1.10 Licence holders who have attained their 60th birthday cannot act as co-pilot on commercial air transport services.

2.2.1 In order to obtain the corresponding card, student pilots must prove compliance with the following requirements:

- a) be enrolled in an aeronautical training centre authorized to conduct the corresponding instruction;
- b) hold a Medical Assessment of the class corresponding to the qualification which they wish to obtain.

*Recommended Practice

- 2.4.1 There are also academic requirements.
- 2.4.1.3.1.1 d) If the privileges of the commercial pilot licence — aeroplane are to be exercised at night, 5 hours of night flight time, including 5 take-offs and 5 landings as **the pilot at the controls**.
- 2.5.1 There are also academic requirements.
- 2.7.2.1 The privileges of the holder of the private pilot licence — helicopter are to operate as pilot-in-command or as co-pilot in any helicopter engaged in non-revenue flights.
- 2.8.1 There are also academic requirements.
- 2.8.1.3.1.1 d) If the privileges of the commercial pilot licence — helicopter are to be exercised at night, 5 hours of night flight time, including 5 take-offs and 5 landings as **the pilot at the controls**.
- 2.9.1 There are also academic requirements.
- 2.11.1.2 A minimum of 200 hours is required as the pilot at the controls of an aircraft of the class and/or category of aircraft and under the flight conditions in which the pilot is going to conduct instruction.

CHAPTER 4

- 4.3 Preparations are being made for the introduction of the air traffic controller licence.
- 4.3.1 In addition to the constant requirements in this paragraph, Spain requires that applicants for an ATC licence be in possession of a university degree of *diplomado* or *licenciado* or have passed the first full year of a higher-degree university course.
- Applicants are also required to demonstrate fluency in spoken and written Spanish and English without any difficulty being observed in oral expression which could adversely affect radio communications.
- 4.4.1.1 There is no approach precision radar control rating in Spain.
- 4.4.2.2.1 b) 3) Even if this experience is combined with that required to obtain a licence, in any case supervised practice is required for a minimum of three months.
- 4.5 Flight operations officer/flight dispatcher licences are not issued in Spain.
- 4.6 The aeronautical station operator licence will not be implemented in Spain.
-

CHAPTER 2

- 2.1.10 Holders of Sudan pilot licences are permitted to fly for commercial air transport up to the age 65 under certain conditions.

CHAPTER 1

1.2.4.4.1, 1.2.4.5,
1.2.4.5.1, 1.2.4.8,
1.2.7 and 1.2.8

Not implemented.

CHAPTER 2

2.1.4.2 The specific requirements for type ratings on multi-crew aeroplanes are not included in the regulations.

2.3.1.2 d) Partially implemented.

 e) Partially implemented.

 f) Partially implemented.

 g) Not implemented.

 j) Partially implemented.

 k) Partially implemented.

 m) Not implemented.

2.3.1.3 180 km (100 NM) for the PPL — helicopter.

2.3.1.5 Not implemented.

2.3.2 The restriction to non-revenue flights does not exist in the regulations, and the restriction for not receiving remuneration applies only to a pilot-in-command engaged in passenger-carrying operations.

2.4.1.2 f) Partially implemented.

 g) Partially implemented.

 h) Partially implemented.

 i) Not implemented.

 k) Not implemented.

 m) Partially implemented.

 n) Partially implemented.

 o) Not implemented.

 p) Not implemented.

 r) Not implemented.

2.4.2 The distinction between the privileges of the CPL and ATPL is still based on 12 500 lb MTOM.

2.5.1.2 f) Partially implemented.

 h) Partially implemented.

 j) Partially implemented.

 k) Not implemented.

m)	Not implemented.
n)	Not implemented.
o)	Not implemented.
r)	Partially implemented.
s)	Not implemented.
u)	Partially implemented.
v)	Not implemented.
w)	Not implemented.
x)	Not implemented.
2.5.1.4	Not implemented.
2.5.1.5	Not implemented.
2.5.1.5.1.1	Not implemented.
2.6.1.1 a)	Not implemented.
b)	Partially implemented.
c)	Partially implemented.
f)	Not implemented.
g)	Partially implemented.
h)	Not implemented.
j)	Partially implemented.
k)	Not implemented.
l)	Not implemented.
m)	Not implemented.
2.6.1.3	Not implemented.
2.6.1.4 a) and b)	Not implemented.
c)	Partially implemented.
2.7.1.2 g) and m)	Not implemented
2.7.1.3	180 km (100 NM) for the PPL — helicopter.
2.7.1.5 e)	Not implemented.
2.7.2	The restriction to non-revenue flights does not exist in the regulations, and the restriction for not receiving remuneration applies only to a pilot-in-command engaged in passenger-carrying operations.
2.8.1.2 f)	Partially implemented.
g)	Partially implemented.

h)	Partially implemented.
i)	Not implemented.
k)	Not implemented.
m)	Partially implemented.
n)	Partially implemented.
o)	Not implemented.
p)	Not implemented.
r)	Not implemented.
2.8.2	The distinction between the privileges of the CPL and ATPL is still based on 12 500 lb MTOM.
2.9.1.2 f)	Partially implemented.
h)	Partially implemented.
j)	Partially implemented.
k)	Not implemented.
m)	Not implemented.
n)	Not implemented.
o)	Not implemented.
r)	Partially implemented.
s)	Not implemented.
u)	Partially implemented.
v)	Not implemented.
w)	Not implemented.
x)	Not implemented.
2.9.1.4	Not implemented.
2.9.1.5	Not implemented.
2.9.1.5.1.1	Not implemented.
2.10.1.1 a)	Not implemented.
b)	Partially implemented.
c)	Partially implemented.
f)	Not implemented.
g)	Partially implemented.
h)	Not implemented.
j)	Partially implemented.
k)	Not implemented.

l)	Not implemented.
m)	Not implemented.
2.10.1.3	Not implemented.
2.10.1.4 a) and b)	Not implemented.
c)	Partially implemented.
2.11.1.1 a) to j)	Partially implemented.
k) and l)	Not implemented.
2.12.1.2 a)	Not implemented.
b)	Partially implemented.
d)	Partially implemented.
e)	Not implemented.
f)	Not implemented.
g)	Not implemented.
i)	Partially implemented.
j)	Not implemented.
k)	Not implemented.
l)	Not implemented.
m)	Partially implemented.
2.12.1.3.1	Minimum flight time in glider not implemented.
2.12.1.3.2	Not implemented.
2.12.1.4	Partially implemented.

CHAPTER 3

3.3.1.2 b)	Partially implemented.
c) to r)	Not implemented.
s)	Partially implemented.
t)	Not implemented.
3.3.1.3	A minimum of 100 hours flight time as flight engineer under supervision is required.

CHAPTER 4

4.3.1.2 d) and f)	Not implemented.
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4.4.2.1 a) 2) Not or partially implemented.

4)

7)

9)

b) 1) Not or partially implemented.

4)

7)

8)

CHAPTER 5

5.1.1 Format of personnel licences issued does not conform to ICAO Standards.

5.1.3

CHAPTER 6 Medical requirements are based on the pre-1982 version of Annex 1 up to Amendment 157.

CHAPTER 1

1.2.5.2 The periods of validity of licences requiring a Class 2 Medical Certificate are as follows:

under age 40: 5 years;
ages 40 to 50: 2 years;
over 50: 1 year.

CHAPTER 2

2.1.10 Commercial pilot licence holders who have attained the age of 67 shall exercise the privileges according to Chapter 2, 2.4.2.1 c) and d).

Holders of airline transport pilot licences who have attained the age of 65 shall not act as pilot-in-command of an aircraft engaged in commercial air transport operations.

The holder of an airline transport pilot licence who has attained the age of 60 may act as a pilot of an aircraft engaged in commercial air transport operations, including the transport of passengers, freight and mail, as a member of a multi-pilot crew provided that:

- a) such holder is the only pilot in the flight crew who has attained age 60;
- b) the pilots have received incapacitation training; and
- c) when pilot-in-command, flights are within Sweden only unless individual authorization has been received from other Contracting States.

CHAPTER 4

4.2.1.1 Age limit should be 21 years.

CHAPTER 6

6.2.4 Defective colour perception is acceptable for student pilots and for applicants for private pilot licences — aeroplane and helicopter, glider pilot licences and commercial pilot licences — aeroplane and helicopter.

Licences are endorsed “Limitations due to defective colour perception” which will include:

- a) flights by day only;
- b) flights within Sweden only;
- c) for holders of glider pilot licences; private pilot licences — aeroplane and helicopter; and pilot licences for microlight aircraft; flights within Denmark, Finland, Iceland and Norway;
- d) flights within other Contracting States subject to authorization by such States; and
- e) flights to aerodromes with air traffic service requiring two-way radio communication.

- 6.3.2.23 In the event of a completely normal pregnancy, the applicant may be considered fit up to the end of the sixth month of pregnancy.
- 6.4.2.5.1* For applicants of Class 2 Medical Assessments, the requirements for resting ECG are as follows:
- under age 40: initially only;
ages 40 to 50: every 4 years;
over 50: every 3 years.
- 6.4.2.22 In the event of a completely normal pregnancy, the applicant may be considered fit up to the end of the sixth month of pregnancy.
-

*Recommended Practice

CHAPTER 4

4.2.1.1 Minimum age: 18 years.

4.2.1.3 a) 1) Working experience: 4 years.

4.2.2.2 c) Working experience in the past 24 months must be at least 6 months accumulated.

CHAPTER 5 Birthplace is not recorded on the licence.

CHAPTER 2

2.1.10 Pilot-in-command holders of Thai licences are permitted to fly up to the age of 61.

CHAPTER 4

4.2 Thailand is implementing the previous AME Type I or II requirements.

4.2.1.1 Age. Not less than 22 years of age.

4.2.1.3 Experience.

- a) for the issue of a licence with privileges for signing a Maintenance Release (Certificate of Safety for Flight), at least:
 - 1) four years; or
 - 2) one year if the applicant has satisfactorily completed an approved training course which will provide an equivalent level of practical experience.

CHAPTER 1

- 1.2.4.5.1 No provision in the rules and directives governing appropriate action to be taken in the case of reported false declarations by applicants.
- 1.2.4.8 No provision in the rules and procedures governing procedures for the issuance of a medical assessment in the case where the medical Standards prescribed in Annex 1, Chapter 6, are not fully met.
- 1.2.7 No provision in the rules and directives governing use of psychoactive substances.
- 1.2.8 No system for the certification and inspection of aviation training centres and for the approval and supervision of approved training received locally and at foreign training establishments.
-

CHAPTER 1

1.2, Note 2 In Ukraine, civil aviation specialists are, depending on the level of theoretical training, practical skills and working experience, issued with licences with the corresponding grade being given:

- pilots (Grades 3, 2 and 1);
- flight navigators (Grades 3, 2 and 1);
- flight engineers (flight mechanics) (Grades 3, 2 and 1);
- flight radio operators (Grades 3, 2 and 1);
- traffic controllers (Grades 3, 2 and 1);
- engineers (technicians) (Grades 3, 2 and 1).

Grade 1 is the highest.

In addition licences are issued to flight attendants, flight operators and parachute service instructors.

The pilot (Grade 1) licence is issued to pilots (Grade 2) provided that established requirements are met and professional knowledge and skills are verified.

1.2.5.2.1 The 12-month interval is not reduced for pilots over 40.

CHAPTER 2

2.1.9.1 When licences are issued or a higher grade is given to pilots, account is taken of the following flying experience:

- the total accident-free flight time, irrespective of the capacity (pilot-in-command or co-pilot) in which the pilot acted;
- the total solo flight time as pilot-in-command; and
- the solo flight time as pilot-in-command at night.

2.1.9.2 When licences are issued or a higher grade is given to pilots, account is taken of the following flying experience:

- the total accident-free flight time, irrespective of the capacity (pilot-in-command or co-pilot) in which the pilot acted;
- the total solo flight time as pilot-in-command; and
- the solo flight time as pilot-in-command at night.

2.1.9.3 When licences are issued or a higher grade is given to pilots, account is taken of the following flying experience:

- the total accident-free flight time, irrespective of the capacity (pilot-in-command or co-pilot) in which the pilot acted;
- the total solo flight time as pilot-in-command; and
- the solo flight time as pilot-in-command at night.

2.1.10 An age limit does not restrict the holder of a licence when acting as the pilot-in-command or co-pilot.

2.4 This corresponds to the pilot Grade 3 licence which is given after completion of flying school. The requirements concerning age, knowledge, experience and skills are no lower than the requirements for the issue of a commercial pilot licence. A rating as to the grade of licence and type and class of aircraft is entered on the licence.

2.5 This corresponds to the classification of pilot Grade 2. Ratings as to the grade given (Grade 2) and the type and class of aircraft are entered on the pilot licence. For pilot Grade 1 licence, the requirements concerning experience exceed the requirements for the issue of the airline transport pilot licence.

2.5.1.1 The minimum age is 18 years.

CHAPTER 3

3.2.1.3.1 The applicant, having completed an approved flight navigator training programme at an educational establishment, receives the flight navigator licence.

3.3.1.3.1 The applicant, having completed an approved flight engineer training programme, receives the flight engineer licence.

3.4 Provision is made for the issue of a flight radio operator licence. The requirements for the issue of the licence correspond to the requirements of 3.3 of Annex 1 (Seventh Edition). A flight radiotelephone operator licence is not issued.

CHAPTER 1

- 1.2, Note 2 a) Glider pilot, free balloon pilot or flight navigator licences are not issued.
- b) Flight operations officer or aeronautical station operator licences are not issued.
- 1.2.4.1 Medical Assessments differ from the provisions of Chapter 6.
- 1.2.5.2 18 months for the holder of an air traffic controller licence under 40 years of age, 12 months over 40 years.

CHAPTER 2

- 2.1.1.1 Glider pilot or free balloon pilot licences are not issued.
- 2.1.3.1.1* Class ratings for helicopters are not established.
- 2.3.1.3.1 The applicant shall have completed not less than 50 hours of flight time as a pilot of aeroplanes.
- 2.3.1.3.2 The applicant shall have completed in aeroplanes not less than 20 hours of solo flight time under the supervision of an authorized flight instructor, including 8 hours of solo cross-country flight time.

CHAPTER 3

- 3.2 Flight navigator licences are not issued.

CHAPTER 4

- 4.1 A flight cabin attendant licence is issued, which specifies age, knowledge, experience, Class 3 medical fitness and skill requirements.
- 4.3.1.4 The applicant shall hold a current Class 2 Medical Assessment.
- 4.5 Flight operations officer/flight dispatcher licences are not issued.
- 4.6 Aeronautical station operator licences are not issued.

CHAPTER 5

- 5.1.1 Licences do not show:
- V) address of holder; and
- VII) signature of holder.
- 5.1.3 Pilot licences are a metallic gold colour of credit-card size.

*Recommended Practice

CHAPTER 6

- 6.1.1 a) Class 1 Medical Assessment applies to applicants for and holders of airline transport pilot licences.
- b) Class 2 Medical Assessment applies to applicants for and holders of:
- commercial pilot licences;
 - flight engineer licences; and
 - air traffic control licences.
- c) Class 3 Medical Assessment applies to applicants for and holders of:
- student pilot licences;
 - private pilot licences; and
 - flight cabin attendant licences.
- 6.2.1 All initial applicants for any licences are required to undergo a drug screening test.
-

CHAPTER 1

1.2.2.1 Provision is made within United Kingdom regulations which renders valid a flight crew licence of Contracting States for flight for private purposes, provided the licence holder receives no remuneration. Privileges of an instrument rating or flying instructor rating are excluded. No certificate of validation is issued.

1.2.5.2 The period of medical currency for the private pilot licence is as follows:

pilots under age 40: 5 years (see note);
pilots aged 40 to 50: 2 years;
pilots aged 50 to 70: 1 year;
pilots over 70: 6 months.

Note.— A medical certificate for a private pilot licence or a student pilot licence, issued before the applicant's 40th birthday, will only remain valid until his/her 42nd birthday.

CHAPTER 2

2.1.7 Complied with only when the holder of a pilot licence is engaged on:

- a) scheduled journey;
- b) a flight in controlled airspace requiring compliance with instrument flight rules;
- c) a flight for public transportation in aircraft exceeding 2 300 kg maximum total mass.

An IMC rating (or instrument weather rating), which is a purely national rating, is also issued for use within the UK, Channel Islands and Isle of Man airspace boundaries to allow private flights under IFR in Classes D, E, F and G airspace. It has no equivalent under ICAO as it is not a full instrument rating.

2.1.9 The holder of a commercial pilot licence — aeroplane may be credited with one-third of the flight time spent undertaking the duties of a flight engineer up to a maximum of:

- 900 hours counting as 300 hours toward the granting of an airline transport pilot licence;
- providing that valid pilot and flight engineer ratings are held for the type upon which the duties of a flight engineer were performed.

2.1.10 The United Kingdom has issued an exemption to the Air Navigation Order allowing pilots to continue multi-crew public transport operations on any weight of aircraft up to the age of 65. For multi-crew flights where pilots are operating over 60 years of age, the other pilot must be under the age of 60.

2.3.1.3 The United Kingdom issues a PPL for microlights which can be granted with a minimum of 15 hours. This carries certain restrictions which do not allow the carriage of passengers or flying more than a limited distance from an airfield. These restrictions may be lifted when a minimum of 25 hours experience is achieved. It has no equivalent under ICAO.

2.3.2.1 A holder of a private pilot licence that includes a flight instructor rating valid for microlights or self-launching motor gliders may be paid for giving instruction or conducting flight tests on microlights or self-launching motor gliders when doing so as and with a member of the same flying club.

- 2.6.1.2.2 a) Cross-country flight time requirement is set at a minimum of 35 hours.
- 2.7.1.3.2 Cross-country requirement is one flight only with a landing not less than 25 nautical miles from the point of departure.
- 2.7.2.1 A holder of a private pilot licence that includes a flight instructor rating valid for helicopters may be paid for giving instruction or conducting flight tests when doing so as and with a member of the same flying club.
- 2.10.1.2.2 a) Cross-country flight time requirement is set at a minimum of 35 hours.
- 2.12.1 Provision is made in the United Kingdom legislation for the issue of the commercial pilot licence (glider) only. Private and club glider flying is regulated by the British Gliding Association whose certificates are issued under the auspices of Fédération Aéronautique Internationale.
- 2.12.1.1 The applicant for a commercial pilot licence (glider) shall not be less than 18 years of age.
- 2.13.1.3 The United Kingdom only requires a minimum of 6 launches and ascents of which one must be solo.

CHAPTER 4

- 4.2.1.1 Minimum age at licence issue is 20 years of age for a licence without type rating and 21 for type-rated endorsements.
- JAR-66 Certifying Staff — minimum age at licence issue is 18 years for Category A certifying mechanic and 21 years for Category B1 or B2 certifying technician or Category C certifying engineer.
- 4.2.1.2 e) Human performance and limitations — a suitable syllabus has been introduced as module 9 in JAR-66 and module 13 in BCAR Section L. Examinations on the subject may be delayed until there are some supporting textbooks or documents for candidates to study.
- 4.2.1.3 Minimum experience required for licence issue for single or multiple categories of licence is 4 years.
- JAR-66 Certifying Staff — minimum experience required for Category A certifying mechanic licence issue is 3 years, for Category B1 or B2 certifying technician licence issue is 5 years, for Category C certifying engineer licence issue is 3 years holding a Category B1 or B2 licence. For graduate entrants, a Category C licence may be issued after 3 years' experience.
- 4.2.1.4* Training — The UK does not require the completion of a course of training for basic licence issue or for certain aircraft types prior to type endorsement.
- 4.2.1.5 Skill — The UK does not require a demonstration of practical ability. The candidate's knowledge of maintenance procedures, use of tools and troubleshooting/decision making is examined.
- 4.2.2 Privileges — The UK issues a licence without type rating (basic licence) which may be valid in one or more categories. This confers no certification privileges unless it includes a valid type rating endorsement or is used in conjunction with a type authorization issued by an approved maintenance organization for use within that organization.

*Recommended Practice

JAR-66 Certifying Staff — The UK issues an aircraft maintenance licence which may contain endorsements for both basic categories and specific aircraft types. This licence confers no certification privileges but may be used as the basis for a certification authorization issued by an approved organization for use within that organization.

4.4.1.1 Minimum age is 20 for aerodrome control, approach control or area control rating, 21 for other ratings.

4.5 No issue of flight operations officer/flight dispatcher licences.

CHAPTER 6

6.1.1 The UK does not currently use the same definitions as ICAO for classes of medical certificates for private pilots and air traffic control officers. The UK Class 3 medical certificate is issued to private pilots although the medical assessment for certificate issue meets or exceeds the ICAO Class 2 Standards for private pilots. The UK requires professional pilots and air traffic control officers to hold a CAA Class 1 medical certificate that aligns with the ICAO Class 1 and 3 medical Standards, respectively. The UK Class 2 medical certificate is used for pilots with limited professional privileges and exceeds the Standards of the ICAO Class 2 assessment.

After July 1999, UK private pilots will be issued with JAA Class 2 assessment certificates at issue or renewal that meet or exceed the ICAO Class 2 Standard. Because current Class 3 certificates have a validity period of up to 5 years, as notified by a previous difference to 1.2.5.2, some CAA Class 3 certificates issued to private pilots, equivalent to ICAO Class 2, will remain in circulation until July 2004.

The UK will continue to issue CAA Class 1 certificates to air traffic control officers for the foreseeable future to avoid confusion within the UK by changing certificate designations. Consideration will be given in due course to adoption of the ICAO Class 3 designator for such personnel when all private pilots have converted to the JAA classification system, i.e. after July 2004.

CHAPTER 1

1.2.2 Foreign flight crew licences are validated without any exams, in exceptional cases and for specific purposes only, e.g. for ferry, demonstration and training flights only.

1.2.5.2.1 Airline transport pilot licences are valid for six months irrespective of the holder's age.

CHAPTER 2

2.10 Instrument ratings are not issued to helicopter pilot licences.

CHAPTER 1

- 1.2.5.2 The interval between two medical fitness reports is up to 37 months less one day for the private pilot licence.
- Medical certificates expire at the end of the last day of the month. As a result, medical certificates issued by the FAA can be valid up to an additional month less one day than the ICAO Standards of Annex 1, 1.2.5.2.
- 1.2.5.2.2* Annex 1, 1.2.5.2.2, is not implemented in the FARs.
- 1.2.6 This Standard applies only to licences that require medical certification and, as a consequence, does not apply to the aircraft maintenance engineer and flight dispatcher licence.

CHAPTER 2

- 2.1.3.2 Type ratings are required for aircraft with an MTOM of 12 500 lb rather than those certificated for a flight crew of more than one pilot.
- 2.1.4.1 Not applied to co-pilots.
- 2.1.9.2 Flight time as co-pilot may be credited in full toward a higher grade of licence.
- 2.3.1.3.1 If the applicant has satisfactorily completed an approved training course, 35 hours of flight time are required. Up to 20 per cent of the flight time may be gained in a synthetic flight trainer.
- Pilot schools may receive approval for training courses that do not specify minimum flight training time requirements.
- 2.3.1.6 Private pilots shall meet the requirements of an FAA Third Class Medical Certificate, which does not fully comply with the ICAO Class 2 Medical Certificate.
- 2.3.2 Under some circumstances, private pilots are allowed to fly for compensation or hire.
- 2.4.1.3 Minimum experience is 120 hours for applicants who have followed successfully a course of approved training.
- Pilot schools may receive approval for training courses that do not specify minimum flight training time requirements.
- 2.4.1.6 Commercial pilots shall meet the requirements of an FAA Second Class Medical Certificate, which does not fully comply with the ICAO Class 1 Medical Certificate.
- 2.5.1.2 b) The knowledge requirement related to Annex 1, 2.5.1.2 b) is not covered.
- 2.5.1.3.1.1 Up to 50 hours instrument time may be instrument ground time under certain conditions.
- 2.5.1.5.1.1 f) and g) The requirements of Annex 1 are not covered.

*Recommended Practice

- 2.5.1.6 Airline transport pilots shall meet the requirements of an FAA First Class Medical Certificate, which does not fully comply with the ICAO Class 1 Medical Certificate.
- 2.6.1.2.2 b) Minimum instrument time is 35 hours.
- 2.6.1.5.1 Hearing requirements are identical for Class 1 and Class 3 Certificates. However, they are not in compliance with the ICAO Standards for Class 1 hearing requirements.
- 2.7.1.3.1 Minimum experience is 35 hours for applicants who have followed successfully a course of approved training. Up to 20 per cent of the flight time may be gained in a synthetic flight trainer.
- Pilot schools may receive approval for training courses that do not specify minimum flight training time requirements.
- 2.7.1.3.2 Solo cross-country flight requires 3 hours and a flight of at least 75 NM.
- 2.7.1.4.1.1* No instrument training is required.
- 2.7.1.6 Private pilots shall meet the requirements of an FAA Third Class Medical Certificate, which does not fully comply with the ICAO Class 2 Medical Certificate.
- 2.7.2 Under some circumstances, private pilots are allowed to fly for compensation or hire.
- 2.8.1.3 Pilot schools may receive approval for training courses that do not specify minimum flight training time requirements.
- 2.8.1.3.1.1 c) The 10 hours of instrument instruction time need not be done in a helicopter.
- 2.8.1.6 Commercial pilots shall meet the requirements of an FAA Second Class Medical Certificate, which does not fully comply with the ICAO Class 1 Medical Certificate.
- 2.9.1.6 Airline transport pilots shall meet the requirements of an FAA First Class Medical Certificate, which does not fully comply with the ICAO Class 1 Medical Certificate.
- 2.10.1.2.2 Pilot schools may receive approval for training courses that do not specify minimum flight training time requirements.
- a) There is no requirement for the pilot-in-command experience in cross-country flight in helicopters.
- b) Minimum instrument time is 35 hours.
- 2.10.1.5.1 Hearing requirements are identical for Class 1 and Class 3 Certificates. However, they are not in compliance with the ICAO Standards for Class 1 hearing requirements.
- 2.12.1.5 No medical certificate required. Licence holders shall not exercise the privileges when they know or have reason to know of any medical condition that would make them unable to operate the aircraft in a safe manner.

*Recommended Practice

- 2.13.1.3.1 Minimum experience required is ten hours of flight time as a pilot of free balloons when the licence is issued at the private pilot level.
- Pilot schools may receive approval for training courses that do not specify minimum flight training time requirements.
- Minimum experience is 8 hours for applicants who have followed successfully a course of approved training when the licence is issued at the private pilot level.

CHAPTER 3

- 3.2.1.5 The requirements of an FAA Class 2 Medical do not fully comply with the ICAO Class 1 Medical Certificate.
- 3.3.1.5 The requirements of an FAA Class 2 Medical do not fully comply with the ICAO Class 1 Medical Certificate.

CHAPTER 4

- 4.2.1.2 The knowledge requirements do not include an item on Human Factors.
- 4.2.2.3.1* Not implemented.
- 4.3.1.2 The knowledge requirements do not include an item on Human Factors.
- 4.3.1.3
- a) No experience is required for applicants who have satisfactorily completed an approved training course.
 - b) 18 months' experience is required.
- 4.3.1.4 The requirements of an FAA Class 2 medical do not fully comply with the ICAO Class 3 Medical Certificate.
- 4.4.2.2.1 There is no minimum experience requirement for ratings other than control tower.
- 4.4.2.2.2
- 4.5.1.3.2 Not implemented.

CHAPTER 5

- 5.1 The following differences exist with the physical aspect of personnel licences:
- a) name of the State (I) does not appear in full and refers to the U.S. Department of Transportation rather than to the State itself;
 - b) the title of the licence (II) is not in very bold type;

*Recommended Practice

- c) the date of birth does not have the Roman numeral reference number (IVa) should be used); and
- d) the licences are issued on a grey background.

CHAPTER 6

- 6.3 A First Class Medical Certificate is required when exercising the privileges of an airline transport pilot and a Second Class Medical Certificate is required when exercising the privileges of a commercial pilot, a flight engineer or a flight navigator.
- 6.3.2.5.1 Electrocardiograms are required at first application only for applicants aged 35 and over seeking an FAA Class 1 Medical Certificate. Holders, aged 40 and over, of an FAA First Class Certificate are required to have ECGs annually. ECGs are not required for holders of an FAA flight crew licence holding an FAA Second Class Medical examination.
- 6.3.2.23 Pregnancy does not prohibit the issue of a medical certificate.
- 6.3.2.24
- 6.3.3.3 The following is not established:
- a) any minimum requirements for uncorrected vision;
 - b) a minimum for refractive error; and
 - c) a requirement that a spare set of corrective lenses be readily available when exercising the privileges of the licence.
- 6.3.3.4 The demonstration of compliance with the visual requirements to be made with only one pair of correcting lenses is not required.
- 6.3.4.1 Test with a pure-tone audiometer is not required.
- 6.4 A Third Class Medical Certificate is required when exercising the privileges of a private pilot.
- 6.4.1.2 The interval between two medical fitness reports is up to 37 months less one day for private pilots.
- 6.4.2.22 Pregnancy does not prohibit the issue of a medical certificate.
- 6.4.2.23
- 6.4.3.3 A requirement that a spare set of corrective lenses be readily available when exercising the privileges of the licence is not established.
- 6.4.3.4 The demonstration of compliance with the visual requirements to be made with only one pair of corrective lenses is not required.
- 6.5 A Second Class Medical Certificate is required when exercising the privileges of an air traffic controller. Air traffic controllers who are FAA employees shall meet the requirements of FAA Order 3930.3.
- 6.5.2.5.1* Electrocardiography is not required under 14 CFR 67 Subpart C, but it is required under FAA Order 3930.3.

*Recommended Practice

- 6.5.2.8.1* No radiography is required for the applicants for an FAA Second Class Medical Certificate.
- 6.5.3.3 A requirement that a spare set of corrective lenses be readily available when exercising the privileges of the licence is not established.
- 6.5.3.4 The demonstration of compliance with the visual requirements to be made with only one pair of corrective lenses is not required.
- 6.5.4.1 Test with a pure-tone audiometer is not required under 14 CFR 67, but it is required under FAA Order 3930.3
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*Recommended Practice

- CHAPTER 2** The knowledge requirement for a private pilot, commercial pilot, airline transport pilot and instrument rating do not include all the corresponding requirements of Annex 1.
- 2.1.5.2 The regulations do not include the requirement for the issuance of a type rating on multi-crew aircraft.
- 2.3.1.3.2 The solo cross-country flight time requirement for the private pilot licence is 3 hours.
- 2.3.2 There is no restriction for a private pilot to receive remuneration.
- 2.4.2 The dividing line between command privileges for the commercial pilot and airline transport pilot licences is still based on a maximum take-off mass rather than on the crew complement.
- 2.5.1.3.1 The experience for the airline transport pilot licence contained is 1 200 hours.
- 2.7.2 There is no restriction for a private pilot to receive remuneration.
- 2.8.2 The dividing line between command privileges for the commercial pilot and airline transport pilot licences is still based on a maximum take-off mass rather than on the crew complement.
- CHAPTER 3**
- 3.3.1.3.1 The experience required for the flight engineer licence is 50 hours.
- CHAPTER 4**
- 4.1.1 No knowledge, skill and experience requirements exist for the air traffic controller licence.
- CHAPTER 6** The medical requirements contained in the regulations have not been amended to reflect changes made to the SARPs contained in Chapter 6 of Annex 1 since Amendment 157. The latest amendment made in this respect dates to the pre-1982 version of Annex 1.
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