

## **FOREWORD**

**The forward and CC instructions will be provided at a later date**

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

1.1.1	<p>INTERNATIONAL STANDARDS AND RECOMMENDED PRACTICES</p> <p>CHAPTER 1. DEFINITIONS AND GENERAL RULES CONCERNING LICENCES</p> <p>1.1 Definitions</p> <p>When the following terms are used in the Standards and Recommended Practices for Personnel Licensing, they have the following meanings:</p> <p><b>Accredited medical conclusion.</b> The conclusion reached by one or more medical experts acceptable to the Licensing Authority for the purposes of the case concerned, in consultation with flight operations or other experts as necessary.</p>	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.A.010 Definitions, under 'Accredited medical conclusion' Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED.A.010, Definitions, under 'Accredited medical conclusion'	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
1.1.2	<b>Adapted competency model.</b> A group of competencies with their associated description and performance criteria adapted from an ICAO competency framework that an organization uses to develop competency-based training and assessment for a given role.		<input checked="" type="checkbox"/>	<input type="checkbox"/>		Competency standards and conditions are not				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Sigini ficant Difference			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

										defined as such in our EU regulation because within the EASA Member States we already provide the EASA competency standard and condition in Evidence Based Training (EBT)
1.1.3	<b>Aeroplane.</b> A power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.	.Reg. (EU) 1178/2011, Annex I, Part-FCL,	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Sigini ficant Difference			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

		FCL.010 Definitions, under 'Aeroplane'								
1.1.4	<b>Aircraft.</b> Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.010 Definitions, under 'Aircraft' Reg. (EU) 1321/2014, Cover Regulation, Article 2 Definitions, under (a) 'Aircraft'	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.5	<b>Aircraft avionics.</b> A term designating any electronic device — including its electrical part — for use in an aircraft, including radio, automatic flight control and instrument systems.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	It is not defined in EU rules.	
1.1.6	<b>Aircraft — category.</b> Classification of aircraft according to specified basic characteristics, e.g. aeroplane, helicopter, glider, free balloon.	Reg. (EU) 1178/2011, Annex I, Part-FCL,	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		In the EU regualtio ns there

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

		FCL.010 Definitions								is no definition of aircraft-category as such, but there are certification specifications for such aircraft. With regard to AML aircraft are divided into the groups in Reg. (EU) 1321/2014, Annex III, Part-66
1.1.7	<i>Aircraft certificated for single-pilot operation.</i> A type of aircraft which the State of Registry has determined,	Reg. (EU) 1178/2011,	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	during the certification process, can be operated safely with a minimum crew of one pilot.	Annex I, Part-FCL, FCL.010 Definitions, under 'Single-pilot aircraft'								
1.1.8	<b>Aircraft required to be operated with a co-pilot.</b> A type of aircraft that is required to be operated with a co-pilot, as specified in the flight manual or by the air operator certificate.	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.010 Definitions, under 'Aeroplane required to be operated with a co-pilot'	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Under Reg. (EU) 1178/2011, Annex I, Part-FCL, it is limited to the aeroplane, while the ICAO Annex 1 definition is about aircraft	
1.1.9	<b>Aircraft — type of.</b> All aircraft of the same basic design including all modifications thereto except those modifications which result in a change in handling or flight characteristics.	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.010 Definitions, under 'Category of aircraft' Reg.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

		(EU) 1321/2014, Appendix IV, Part-M, item 10								
1.1.10	<b>Airmanship.</b> The consistent use of good judgement and well-developed knowledge, skills and attitudes to accomplish flight objectives.	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.010, Definitions under 'Airmanship'	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.11	<b>Airship.</b> A power-driven lighter-than-air aircraft.	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.010, Definitions under 'Airship'	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Under Reg. (EU) 1178/2011, Annex I, Part-FCL, the hot-air airships do not fall under this definition but under the definition of 'Balloon'	

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

1.1.12	<i>Appropriate airworthiness requirements.</i> The comprehensive and detailed airworthiness codes established, adopted or accepted by a Contracting State for the class of aircraft, engine or propeller under consideration.	Reg. (EU) No 1321/2014, Cover Regulation, Article 3	<input checked="" type="checkbox"/>	<input type="checkbox"/>		There is no definition as such in the EU Regulations. The term 'requirements' is used throughout Regulation (EU) No 1321/2014 to refer to the continuing airworthiness provisions set out in its Annexes. Article 3 of Commission				
--------	---	---	-------------------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--	---

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

										Regulation (EU) No 1321/2014 refers to those annexes and the associated points depending on the applicable case.
1.1.13	<b>Approved training.</b> Training conducted under special curricula and supervision approved by a Contracting State.	Reg. (EU) 1178/2011, Annex VII, Subpart ORA.ATO Approved Training Organisations Reg. (EU) 1178/2011, Annex IV, Part MED Subpart D MED.D.020	<input checked="" type="checkbox"/>	<input type="checkbox"/>		No definition as such in the EU regulations, but these approved trainings are regulated Reg.				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

		under 'Training courses in medicine' Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, Subpart C ATCO.MED. C.015							(EU) No 290/2012 amending Regulation (EU) No 1178/2011, Annex VII, Part-ORA, Subpart ORA.A TO
1.1.14	<b>Approved training organization.</b> An organization approved by and operating under the supervision of a Contracting State in accordance with the requirements of Annex 1 to perform approved training.	Reg. (EU) 1178/2011, Cover Regulation, Article 2 Definitions, under (16) 'Approved training organisation (ATO)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	For maintenance personnel it is not defined				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

1.1.15	<b>ATS surveillance service.</b> A term used to indicate a service provided directly by means of an ATS surveillance system.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not defined in EU rules	
1.1.16	<b>ATS surveillance system.</b> A generic term meaning variously, ADS-B, PSR, SSR or any comparable ground-based system that enables the identification of aircraft.  <i>Note.— A comparable ground-based system is one that has been demonstrated, by comparative assessment or other methodology, to have a level of safety and performance equal to or better than monopulse SSR.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not defined in EU rules	
1.1.17	<b>Balloon.</b> A non-power-driven lighter-than-air aircraft.  <i>Note.— For the purposes of this Annex, this definition applies to free balloons.</i>	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.010, Definitions under 'Balloon' Reg. (EU) 2018/395, Article 2(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Under the definition of 'Balloon' in Reg. (EU) 1178/2011, Annex I, Part-FCL, also the hot-air airship

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179  PERSONNEL LICENSING -  Annex Standard or Recommended Practice	State Reference	Difference					Not Applicable	Details of Difference	Remarks
			No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

										are considered as balloon
1.1.18	<b>Certify as airworthy (to).</b> To certify that an aircraft or parts thereof comply with current airworthiness requirements after maintenance has been performed on the aircraft or parts thereof.	Reg. (EU) No 1321/2014, Annex I (Part-M), M.A.201(a), M.A.201(b), M.A.201(e), M.A.201(ea), M.A.201(f), M.A.201(g), M.A.201(h), M.A.201(i) Reg. (EU) No 1321/2014, Annex Vb (Part-ML), ML.A.201(a), ML.A.201(b), ML.A.201(e), ML.A.201(f)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The definition set out in Regulation (EU) No 1321/2014 excludes the pre-flight inspection from maintenance activities.	After maintenance has been performed, only a maintenance release is issued in accordance with the applicable requirements (as laid down in the definition under point 1.1.82).

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

									The continuing airworthiness of the aircraft is continuously managed by a CAMO, a CAO, or its owner (whichever applies) and always remains under the responsibility of its owner or operator.
--	--	--	--	--	--	--	--	--	---

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

1.1.19	<p><b>Command and control (C2) link.</b> † The data link between the remotely piloted aircraft and the remote pilot station for the purposes of managing the flight.</p> <p>-----</p> <p>‡ Applicable until 25 November 2026.</p>	Reg. (EU) 2019/947 regarding 'open' and 'specific' category, Cover Regulation, Article 2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Reg. (EU) 2019/947, and the related acceptable means of compliance (AMC) and guidance material (GM), as well as Reg. (EU) 2019/945 on unmanned aircraft systems (UAS) and on third-country operators of UAS
--------	---	--	--------------------------	--------------------------	--------------------------	-------------------------------------	--------------------------	--------------------------	---

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

										regarding the 'open' and 'specific' category. Reg. (EU) 2018/1139 Section VII, Unmanned aircraft. Regarding the 'certified category' this is part of RMT.230
1.1.20	<p><b>C2 Link.</b> †† The data link between the remotely piloted aircraft and the remote pilot station for the purposes of managing the flight.</p> <p>-----  †† Applicable as of 26 November 2026.</p>	Reg. (EU) 2019/947 regarding 'open' and 'specific' category, Cover Regulation, Article	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark 1.1.19

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Sigini ficant Difference			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

		2								
1.1.21	<b>Commercial air transport operation.</b> An aircraft operation involving the transport of passengers, cargo or mail for remuneration or hire.	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.010, Definitions under 'Commercial air transport'	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
1.1.22	<b>Competency.*</b> A dimension of human performance that is used to reliably predict successful performance on the job. A competency is manifested and observed through behaviours that mobilize the relevant knowledge, skills and attitudes to carry out activities or tasks under specified conditions.  ----- * Definitions with an asterisk (*) originate from Amendment 5 to the PANS-TRG.	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.010, Definitions under 'Competency' Reg. (EU) 965/2012, Annex I, Definitions, under (23a) under 'Competency'	<input checked="" type="checkbox"/>	<input type="checkbox"/>		See also remark under 1.1.2				
1.1.23	<b>Competency-based training and assessment.</b> <i>Error! Bookmark not defined.</i> Training and assessment that	Reg. (EU) 965/2012,	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Under the				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>are characterized by a performance orientation, emphasis on standards of performance and their measurement, and the development of training to the specified performance standards.</p> <p>-----</p> <p>* Definitions with an asterisk (*) originate from Amendment 5 to the PANS-TRG.</p> <p>* Referenced by <b>Competency</b>. * A dimension of human performance that is used to reliably predict successful performance on the job. A competency is manifested and observed through behaviours that mobilize the relevant knowledge, skills and attitudes to carry out activities or tasks under specified conditions.</p>	Annex I, Defenitions, under (23b) under 'Competency-based training'								definition of Competency-based training' Reg. (EU) No 965/2012, Annex I, Defenitions, under (23b), also assessment is mentioned See also remark under 1.1.2
1.1.24	<b>Competency standard.</b> A level of performance that is defined as acceptable when assessing whether or not competency has been achieved.		<input checked="" type="checkbox"/>	<input type="checkbox"/>		See remark under 1.1.2				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

1.1.25	<b>Conditions.</b> * Anything that may qualify a specific environment in which performance will be demonstrated.		<input checked="" type="checkbox"/>	<input type="checkbox"/>		See remark under 1.1.2				
1.1.26	<b>Co-pilot.</b> A licensed pilot serving in any piloting capacity other than as pilot-in-command but excluding a pilot who is on board the aircraft for the sole purpose of receiving flight instruction.	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.010, Definitions under 'Co-pilot'	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
1.1.27	<b>Credit.</b> Recognition of alternative means or prior qualifications.	Reg. (EU) 1178/2011, Cover Regulation, Article 2 Definitions, under (6) 'Credit'	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
1.1.28	<b>Cross-country.</b> A flight between a point of departure and a point of arrival following a pre-planned route using standard navigation procedures.	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.010, Definitions under 'Cross-	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

		country'								
1.1.29	<b>Detect and avoid.</b> The capability to see, sense or detect conflicting traffic or other hazards and take the appropriate action.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 1.1.19
1.1.30	<b>Dual instruction time.</b> Flight time during which a person is receiving flight instruction from a properly authorized pilot on board the aircraft, or from a properly authorized remote pilot using the remote pilot station during a remotely piloted aircraft flight.	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.010, Definitions under 'Dual instruction time'	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Regarding dual instruction time for regarding the remote pilot, see remark under 2.11.1.1
1.1.31	<b>Error.</b> An action or inaction by an operational person that leads to deviations from organizational or the operational person's intentions or expectations.  <i>Note.— See Chapter 1 of Annex 19 — Safety Management for a definition of operational personnel.</i>	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.010, Definitions under 'Error'	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Sigini- ficant Differ- ence			
				Level of implementation of SARPs						
				A) More Exactin- g or Exceed- s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

1.1.32	<p><b>Error management.</b> The process of detecting errors and responding to them with countermeasures that reduce or eliminate the consequences of errors and mitigate the probability of further errors or undesired states.</p> <p><i>Note.— See Chapter 6 of Part II, Section 1 of the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868) and Circular 314 — Threat and Error Management (TEM) in Air Traffic Control for a description of undesired states.</i></p>	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.010, Definitions und 'Error Management'	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.33	<p><b>Flight crew member.</b> A licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period.</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No definition as such in Reg. (EU) No 1178/2011, Annex 1, Part-FCL, but the different crew member are licensed in their specific chapters. The wording 'flight crew member' is	

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

									used several times in the Basic Regulation (EC) 2018/1139, Annex IV, Essential requirements for aircrew, under 2 and 3	
1.1.34	<p><b>Flight plan.</b> Specified information relative to an intended flight or portion of a flight of an aircraft.</p> <p><i>Note 1.— The term flight plan may be prefixed by the words “preliminary”, “filed”, “current” or “operational” to indicate the context and different stages of a flight.</i></p> <p><i>Note 2.— When the word “message” is used as a suffix to this term, it denotes the content and format of the flight plan data as transmitted.</i></p>	Reg. (EU) 923/2012, Article 2 Definitions, under (79) 'Flight plan'	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The definition is not implemented. To be implemented under Subtask 6 of EASA rulemaking task RMT.04 76

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

1.1.35	<b>Flight procedures trainer.</b> See Flight simulation training device.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No definition in EU rules, but FSTD is defined, see 1.1.36	
1.1.36	<p><b>Flight simulation training device (FSTD).</b> Any one of the following three types of apparatus in which flight conditions are simulated on the ground:</p> <p><i>A flight simulator</i>, which provides an accurate representation of the flight deck of a particular aircraft type or an accurate representation of the remotely piloted aircraft system (RPAS) to the extent that the mechanical, electrical, electronic, etc. aircraft systems control functions, the normal environment of flight crew members, and the performance and flight characteristics of that type of aircraft are realistically simulated;</p> <p><i>A flight procedures trainer</i>, which provides a realistic flight deck environment or realistic RPAS environment, and which simulates instrument responses, simple control functions of mechanical, electrical, electronic, etc. aircraft systems, and the performance and flight characteristics of aircraft of a particular class;</p> <p><i>A basic instrument flight trainer</i>, which is equipped with appropriate instruments, and</p>	Reg. (EU) 1178/2011, Cover Regulation, Article 2 Definitions, under (20) 'Flight simulation training' device (FSTD)' Basic Regulation (EC) 2018/1139, Article 3 Definitions, under (15) 'Flight simulation training device'	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Regarding FSTD for RPAS, see remark under 2.11.1.1	

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	which simulates the flight deck environment of an aircraft in flight or the RPAS environment in instrument flight conditions.									
1.1.37	<b>Flight simulator.</b> See Flight simulation training device.	Basic Regulation (EC) 2018/1139, Article 3 Definitions, under (15) 'Flight simulation training device' Reg. (EU) 1178/2011, Cover Regulation, Article 2 Definitions, under (15) basic instrument training device (BITD), under (20) 'Flight simulation training device (FSTD)'	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

		Annex I, Part-FCL, FCL.010 Definitions, under 'Full flight simulator (FFS), under 'Flight training device (FTD), under 'Other training devices (OTD)'								
1.1.38	<p><b>Flight time — aeroplanes.</b> The total time from the moment an aeroplane first moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight.</p> <p><i>Note.— Flight time as here defined is synonymous with the term “block to block” time or “chock to chock” time in general usage which is measured from the time an aeroplane first moves for the purpose of taking off until it finally stops at the end of the flight.</i></p>	Reg. (EU) 1178/2011, Annex 1, Part-FCL, FCL.010 Definitions under 'Flight time for aeroplanes....'	<input checked="" type="checkbox"/>	<input type="checkbox"/>		In Reg. (EU) 1178/2011, Annex 1, Part-FCL the definition for 'Flight time' is the same for aeroplanes, touring motor				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

										gliders and powered lift
1.1.39	<b>Flight time — helicopters.</b> The total time from the moment a helicopter’s rotor blades start turning until the moment the helicopter finally comes to rest at the end of the flight, and the rotor blades are stopped.	Reg. (EU) 1178/2011, Annex 1, Part-FCL, FCL.010 Definitions under 'Flight time for helicopters'	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.40	<b>Flight time — remotely piloted aircraft systems.†</b> The total time from the moment a command and control (C2) link is established between the remote pilot station (RPS) and the remotely piloted aircraft (RPA) for the purpose of taking off or from the moment the remote pilot receives control following a handover until the moment the remote pilot completes a handover or the C2 link between the RPS and the RPA is terminated at the end of the flight.  ----- † Applicable until 25 November 2026.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Regarding flight time for RPAS, see remark under 2.11.1.1
1.1.41	<b>Flight time — remotely piloted aircraft systems.††</b> The total time from the moment a C2 Link is established between the remote pilot station (RPS) and the		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Regarding flight time for

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	remotely piloted aircraft (RPA) for the purpose of taking off or from the moment the remote pilot receives control following a handover until the moment the remote pilot completes a handover or the C2 Link between the RPS and the RPA is terminated at the end of the flight.  ----- †† Applicable as of 26 November 2026.									RPAS, see remark under 2.11.1.1
1.1.42	<b>Glider.</b> A non-power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.	Reg. (EU) 1178/2011, Annex 1, Part-FCL, FCL.010 Definitions under 'Sailplane' Reg. (EU) 2020/358, Article 2 Definitions under (1) 'Sailplane'	<input checked="" type="checkbox"/>	<input type="checkbox"/>		The EU rules do not mention gliders but sailplanes instead.				
1.1.43	<b>Glider flight time.</b> The total time occupied in flight, whether being towed or not, from the moment the glider first moves for the purpose of taking off until the moment it comes to rest at the end of the flight.	Reg. (EU) 2020/358, Annex I, Definitions, Part-DEF, under (16) 'Flight time'	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

1.1.44	<b>Handover.</b> The act of passing piloting control from one remote pilot station to another.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Handover is an act in the RPAS environment. See remark under 2.11.1.1
1.1.45	<b>Helicopter.</b> A heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axes.	Reg. (EU) 1178/2011, Annex 1, Part-FCL, FCL.010 Definitions under 'Helicopter'	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.46	<b>Human performance.</b> Human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations.	Reg. (EU) 1321/2014, Annex II - Part-145, 145.A.30 under (e)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

1.1.47	<p><b>ICAO competency framework.*</b> A competency framework, developed by ICAO, is a selected group of competencies for a given aviation discipline. Each competency has an associated description and observable behaviours.</p> <p>-----</p> <p>* Definitions with an asterisk (*) originate from Amendment 5 to the PANS-TRG.</p>	Reg. (EU) 965/2012, Annex I, Definitions, under (23c) under 'Competency Framework'	<input checked="" type="checkbox"/>	<input type="checkbox"/>		In Reg. (EU) 965/2012 there is not the reference to 'ICAO'				
1.1.48	<b>Instrument flight time.</b> Time during which a pilot is piloting an aircraft, or a remote pilot is piloting a remotely piloted aircraft, solely by reference to instruments and without external reference points.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.49	<b>Instrument ground time.</b> Time during which a pilot is practising, on the ground, simulated instrument flight in a flight simulation training device approved by the Licensing Authority.	Reg. (EU) 1178/2011, Annex 1, Part-FCL, FCL.010 Definitions under 'Instrument ground time'	<input checked="" type="checkbox"/>	<input type="checkbox"/>		In Reg. (EU) 1178/2011, Annex 1, Part-FCL, the part of the sentence 'on the ground' is missing in this definitio				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

										n
1.1.50	<b>Instrument time.</b> Instrument flight time or instrument ground time.	Reg. (EU) 1178/2011, Annex 1, Part-FCL, FCL.010 Definitions under 'Instrument time'	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
1.1.51	<p><b>Licensing Authority.</b> The Authority designated by a Contracting State as responsible for the licensing of personnel.</p> <p><i>Note.— In the provisions of this Annex, the Licensing Authority is deemed to have been given the following responsibilities by the Contracting State:</i></p> <p>a) <i>assessment of an applicant's qualifications to hold a licence or rating;</i></p> <p>b) <i>issue and endorsement of licences and ratings;</i></p> <p>c) <i>designation and authorization of approved persons;</i></p> <p>d) <i>approval of training courses;</i></p> <p>e) <i>approval of the use of flight simulation training devices and authorization for their use in gaining the experience or in demonstrating</i></p>	<p>Reg. (EU) 2018/1139, Article 3 Definitions, under (34) 'national competent authority'</p> <p>Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.A.001 Competent authority</p> <p>Reg. (EU) 1178/2011, Annex VII, Part-ORA, ORA.GEN.10</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		In the EU rules the term 'Competent Authority' is used				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p><i>the skill required for the issue of a licence or rating; and</i></p> <p><i>f) validation of licences issued by other Contracting States.</i></p>	<p>5 Competent authority Reg. (EU) 1178/2011, Annex VIII, Part-DTO, DTO.GEN.10</p> <p>5 Competent authority Reg. (EU) 1321/2014, Annex III, Part-66, 66.1</p> <p>Competent authority Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED.A.001</p> <p>Competent authority</p>								
1.1.52	<p><b>Likely.</b> In the context of the medical provisions in Chapter 6, <i>likely</i> means with a probability of occurring that is unacceptable to the medical assessor.</p>	<p>Reg. (EU) 1178/2011, Annex IV, Part-MED, Reg. (EU) 2015/340, Annex IV,</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		In the EU rules different phrases used such as: 'likely to interfere'

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

		Part ATCO.MED							with the safe exercise of the privileges of the applicable licence(s).	
1.1.53	<b>Maintenance.</b> The performance of tasks required to ensure the continuing airworthiness of an aircraft, including any one or combination of overhaul, inspection, replacement, defect rectification, and the embodiment of a modification or repair.	Reg. (EU) 1321/2014, Cover Regulation, Article 2(h) under 'Maintenance	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The definition set out in Regulation (EU) No 1321/2014 excludes the pre-flight inspection from maintenance activities.	The pre-flight inspection is performed by flight personnel or maintenance staff using guidance from the organisation managing the continuing airworth

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Sigini ficant Difference			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

										iness of the aircraft. This is on par with ICAO Annex 1, which mentions the pre-flight inspection as performed by the pilot or flight engineer and as part of the operational procedures.
1.1.54	<b>Medical Assessment.</b> The evidence issued by a Contracting State that the licence holder meets specific requirements of medical fitness.	Reg.(EU) 1178/2011, Reg. (EU) 1178/2011,	<input checked="" type="checkbox"/>	<input type="checkbox"/>		This ICAO Annex 1 definitio				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Sigini- ficant Differ- ence			
				Level of implementation of SARPs						
				A) More Exactin- g or Exceed- s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

		Annex IV, Part-MED, MED.A.010, MED.A.030, MED.A.040, MED.C.005 Reg.(EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED.A.010 under (b) ATCO.MED.A.030 ATCO.MED.A.040								n is not as such transposed, but used with the same meaning. In the EU regulations the term "Medical certificate" and "Aero-medical assessment" are used in lieu of 'medical assessment'
1.1.55	<b>Medical assessor.</b> A physician, appointed by the Licensing Authority, qualified and experienced in the practice of aviation medicine and competent in evaluating and assessing medical conditions of flight safety significance.	Reg.(EU) 1178/2011, Annex VI, Part-ARA, ARA.MED.1	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p><i>Note 1.— Medical assessors evaluate medical reports submitted to the Licensing Authority by medical examiners.</i></p> <p><i>Note 2.— Medical assessors are expected to maintain the currency of their professional knowledge.</i></p>	20 Medical assessors Reg (EU) 2015/340, Part ATCO.AR, ATCO.AR.F.001								
1.1.56	<b>Medical examiner.</b> A physician with training in aviation medicine and practical knowledge and experience of the aviation environment, who is designated by the Licensing Authority to conduct medical examinations of fitness of applicants for licences or ratings for which medical requirements are prescribed.	Reg.(EU) 1178/2011, Annex IV, Part MED, MED.D.001 to MED.D.030 Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED.C.001 to ATCO.MED.C.030	<input checked="" type="checkbox"/>	<input type="checkbox"/>		This ICAO Annex 1 definition is not as such transposed, but used with the same meaning In Part.MED and Part ATCO.MED, the equivalent term 'aero-medical				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

										examiner (AME)' is used with the same meaning as in the Annex 1.
1.1.57	<p><b>Monitoring.</b> A cognitive process to compare an actual to an expected state.</p> <p><i>Note.— Monitoring is embedded in the competencies for a given role within an aviation discipline, which serve as countermeasures in the threat and error management model. It requires knowledge, skills and attitudes to create a mental model and to take appropriate action when deviations are recognized.</i></p>	Reg. (EU) 965/2012, Annex I, Definitions 'Monitoring' and GM19 to this Annex I (ED Decision 2021/002/R)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
1.1.58	<p><b>Night.</b> The hours between the end of evening civil twilight and the beginning of morning civil twilight or such other period between sunset and sunrise, as may be prescribed by the appropriate authority.</p> <p><i>Note.— Civil twilight ends in the evening when the centre of the sun's disc is 6 degrees below the horizon and begins in the morning when the centre of the sun's disc is 6 degrees below the horizon.</i></p>	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.010 Definitions, under 'Night'	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Sigini ficant Difference			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

1.1.59	<p><b>Observable behaviour (OB).</b>* A single role-related behaviour that can be observed and may or may not be measurable.</p> <p>-----</p> <p>* Definitions with an asterisk (*) originate from Amendment 5 to the PANS-TRG.</p>	Reg. (EU) 965/2012, Annex I, Definitions 'Observable behavior (OB) and GM19 to this Annex I (ED Decision 2021/002/R)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.60	<p><b>Performance criteria.</b>* Statements used to assess whether the required levels of performance have been achieved for a competency. A performance criterion consists of an observable behaviour, condition(s) and a competency standard.</p> <p>-----</p> <p>* Definitions with an asterisk (*) originate from Amendment 5 to the PANS-TRG</p>	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.010 Definitions, under 'Performance criteria'	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.61	<p><b>Pilot (to).</b> To manipulate the flight controls of an aircraft during flight time.</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No definition as such in Reg. (EU) No 1178/2011, Annex 1, Part-FCL	

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

1.1.62	<b>Pilot flying (PF).</b> The pilot whose primary task is to control and manage the flight path. The secondary tasks of the PF are to perform non-flight path related actions (radio communications, aircraft systems, other operational activities, etc.) and to monitor other crew members.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No definition as such in Reg. (EU) No 1178/2011, Annex 1, Part-FCL	
1.1.63	<b>Pilot-in-command.</b> The pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of a flight.	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.010 Definitions, under 'Pilot-in-command (PIC)'	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.64	<b>Pilot-in-command under supervision.</b> Co-pilot performing, under the supervision of the pilot-in-command, the duties and functions of a pilot-in-command, in accordance with a method of supervision acceptable to the Licensing Authority.	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.010 Definitions, under 'Pilot-in-command under supervision (PICUS)'	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

1.1.65	<b>Pilot monitoring (PM).</b> The pilot whose primary task is to monitor the flight path and its management by the PF. The secondary tasks of the PM are to perform non-flight path related actions (radio communications, aircraft systems, other operational activities, etc.) and to monitor other crew members.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No definition as such in Reg. (EU) No 1178/2011, Annex 1, Part-FCL	
1.1.66	<b>Powered-lift.</b> A heavier-than-air aircraft capable of vertical take-off, vertical landing, and low-speed flight, which depends principally on engine-driven lift devices or engine thrust for the lift during these flight regimes and on non-rotating aerofoil(s) for lift during horizontal flight.	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.010 Definitions, under 'Powered-lift aircraft'	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The wording in Reg. (EU) 1178/2011, Annex I, Part-FCL is slightly different
1.1.67	<b>Problematic use of substances.</b> The use of one or more psychoactive substances by aviation personnel in a way that:	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.A.010, MED.B.055	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>a) constitutes a direct hazard to the user or endangers the lives, health or welfare of others; and/or</p> <p>b) causes or worsens an occupational, social, mental or physical problem or disorder.</p>	Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED. B.055								
1.1.68	<b>Psychoactive substances.</b> Alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psychostimulants, hallucinogens, and volatile solvents, whereas coffee and tobacco are excluded.	MED.A.010 MED.B.055 Reg.(EU) 1178/2011 Reg. (EU) 2015/340, Cover Regulation, Article 4 Definitions, under (20) 'Psychoactive substances' Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED. B.055	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
1.1.69	<b>Quality system.</b> Documented organizational procedures and policies; internal audit of those policies and procedures; management review and recommendation for quality improvement.	Reg. (EU) 1178/2011, Annex VI, Part-ARA,	<input checked="" type="checkbox"/>	<input type="checkbox"/>		No definition as such,				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

		ARA.GEN.200								but the term 'Management system' is used in Reg. (EU) 1178/2011, Annex VI, Part-ARA, ARA.G EN.200
1.1.70	<b>Rated air traffic controller.</b> An air traffic controller holding a licence and valid ratings appropriate to the privileges to be exercised.	Reg. (EU) 2015/340	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
1.1.71	<b>Rating.</b> An authorization entered on or associated with a licence and forming part thereof, stating special conditions, privileges or limitations pertaining to such licence.	Reg. (EU) 1178/2011, Annex I, Part-FCL, Subpart G Instrument rating, Subpart H Class and type ratings,	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

		Subpart I Additional ratings								
1.1.72	<b>Remote co-pilot.</b> A licensed remote pilot serving in any piloting capacity other than as remote pilot-in-command but excluding a remote pilot who is in the remote pilot station for the sole purpose of receiving flight instruction.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Reg. (EU) 2018/1139 Section VII, Unmanned aircraft. The amendment concerning international RPAS operations in controlled airspace and aerodromes to Chapter 1.2 'General rules

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

									concerning licenses' will be applicable as of 26 November 2026. With RMT.02 30 EASA plans to propose amendments to Commission Regulation (EU) No 1178/2011 and Commission Regulation (EU) No 965/2012 in relation to the
--	--	--	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

									provisions applicable to international RPAS operations and approved training. It is expected that the proposed amendments will become applicable after 2026. The suggested notification of differences will be provided in 2026,
--	--	--	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

										closer to the ICAO applicability date.
1.1.73	<b>Remote flight crew member.</b> A licensed flight crew member charged with duties essential to the operation of a remotely piloted aircraft system during a flight duty period.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 1.1.72
1.1.74	<b>Remote pilot.</b> A person charged by the operator with duties essential to the operation of a remotely piloted aircraft and who manipulates the flight controls, as appropriate, during flight time.	Reg. (EU) 2018/1139, Article 3 Definitions, under 'remote pilot'	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Different wording : 'remote pilot' means a natural person responsible for safely conducting the flight of an unmanned aircraft

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

									by operating its flight controls, either manually or, when the unmanned aircraft flies automatically, by monitoring its course and remaining able to intervene and change the course at any time; See further remark under
--	--	--	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	PERSONNEL LICENSING -	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
				No	Yes						Significant Difference
					Level of implementation of SARPs						
					A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
Annex Standard or Recommended Practice											

										1.1.72
1.1.75	<b>Remote pilot-in-command.</b> The remote pilot designated by the operator as being in command and charged with the safe conduct of a flight.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 1.1.72
1.1.76	<b>Remote pilot station (RPS).</b> The component of the remotely piloted aircraft system containing the equipment used to pilot the remotely piloted aircraft.	Reg. (EU) 2018/1139, Article 3 Definitions, under 'equipment to control unmanned aircraft remotely'	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Reg. (EU) 2018/1139 Section VII, Unmanned aircraft. Different wording: 'equipment to control unmanned aircraft remotely' means any instrument

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

									nt, equipment, mechanism, apparatus, appurtenance, software or accessory that is necessary for the safe operation of an unmanned aircraft, which is not a part, and which is not carried on board of that unmanned aircraft. See
--	--	--	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Sigini ficant Difference			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

										further remark under 1.1.72
1.1.77	<b>Remotely piloted aircraft (RPA).</b> An unmanned aircraft which is piloted from a remote pilot station.	Reg. (EU) 2018/1139, Article 3 Definitions, under 'unmanned aircraft'	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Reg. (EU) 2018/1139 Section VII, Unmann ed aircraft. Differen t wording : 'unmann ed aircraft' means any aircraft operatin g or designed to operate autonom ously or to be				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

										piloted remotely without a pilot on board. See further remark under 1.1.72
1.1.78	<b>Remotely piloted aircraft system (RPAS).</b> † A remotely piloted aircraft, its associated remote pilot station(s), the required command and control links and any other components as specified in the type design.  ----- † Applicable until 25 November 2026.	Reg. (EU) 2018/1139, Article 3 Definitions, under 'unmanned aircraft'	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 1.1.72
1.1.79	<b>Remotely piloted aircraft system (RPAS).</b> †† A remotely piloted aircraft, its associated remote pilot station(s), the required C2 Link(s) and any other components as specified in the type design.  ----- †† Applicable as of 26 November 2026.	Reg. (EU) 2018/1139, Article 3 Definitions, under 'unmanned aircraft'	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 1.1.72
1.1.80	<b>Rendering (a licence) valid.</b> The action taken by a Contracting State, as an alternative to issuing its own licence, in accepting a licence issued by any other		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	It is not precisely defined in EU rules,	

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	Contracting State as the equivalent of its own licence.								for AMLs it is not applicable.	
1.1.81	<b>Rotorcraft.</b> A power-driven heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors.	CS-27 for small rotorcraft; CS-29 for large rotorcraft	<input checked="" type="checkbox"/>	<input type="checkbox"/>		No definition as such in the EU rules, but the term 'rotorcraft' is used in CS-27 for small rotorcraft; CS-29 for large rotorcraft				
1.1.82	<b>Sign a maintenance release (to).</b> To certify that maintenance work has been completed satisfactorily in accordance with appropriate airworthiness requirements, by issuing the maintenance release referred to in Annex 6 (in the case of a release not issued by an approved maintenance organization) or Annex 8 (in the case of a release issued by an approved maintenance organization).	Reg. (EU) No 1321/2014, Annex I (Part-M), M.A.801, M.A.802 Reg. (EU) No 1321/2014,	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

		Annex II (Part-145), 145.A.50 Reg. (EU) No 1321/2014, Annex Vb (Part-ML), ML.A.801, ML.A.802 Reg. (EU) No 1321/2014, Annex Vd (Part-CAO), CAO.A.065, CAO.A.070							
1.1.83	<b>Significant.</b> In the context of the medical provisions in Chapter 6, <b>significant</b> means to a degree or of a nature that is likely to jeopardize flight safety.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.A.010, under 'significant' Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED.A.010, under 'significant'	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The definition is transposed, but although they do not say exactly the same as in ICAO Annex 1, it can be understood that				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

									they are covered. In Reg. (EU) 1178/2011 and Reg (EU) 2015/340 the effect of which would prevent the safe exercise of the privileges of the licence or of the cabin crew safety duties'Significant' means a degree of a medical condition, the effect of
--	--	--	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Sigini ficant Difference			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

										which would prevent the safe exercise of the privileges of the licence
1.1.84	<b>Solo flight time.</b> Flight time during which a student pilot is the sole occupant of an aircraft.	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.010 Definitions, under 'solo flight time'	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.85	<b>Solo flight time — remotely piloted aircraft systems.</b> Flight time during which a student remote pilot is controlling the remotely piloted aircraft system, acting solo.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 2.11.1.1
1.1.86	<b>State safety programme (SSP).</b> An integrated set of regulations and activities aimed at improving safety.	Reg. (EU) 376/2014, Cover Regulation, Article 2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Sigini- ficant Differ- ence			
				Level of implementation of SARPs						
				A) More Exactin- g or Exceed- s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

		Definitions under (15) 'State safety programme'								
1.1.87	<b>Threat.</b> Events or errors that occur beyond the influence of an operational person, increase operational complexity and must be managed to maintain the margin of safety.  <i>Note.— See Chapter 1 of Annex 19 — Safety Management for a definition of operational personnel.</i>	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.010 Definitions, under 'Threat'	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.88	<b>Threat management.</b> The process of detecting threats and responding to them with countermeasures that reduce or eliminate the consequences of threats and mitigate the probability of errors or undesired states.  <i>Note.— See Chapter 6 of Part II, Section 1 of the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868) and Circular 314 — Threat and Error Management (TEM) in Air Traffic Control for a description of undesired states.</i>	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.010 Definitions, under 'Threat management'	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.2.1.1	1.2 General rules concerning licences  <i>Note 1.— Although the Convention on International Civil Aviation allocates to the State of Registry certain functions which that State is entitled to</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Regardi- ng general rules concerni

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p><i>discharge, or obligated to discharge, as the case may be, the Assembly recognized, in Resolution A23-13, that the State of Registry may be unable to fulfil its responsibilities adequately in instances where aircraft are leased, chartered or interchanged — in particular without crew — by an operator of another State and that the Convention may not adequately specify the rights and obligations of the State of an operator in such instances until such time as Article 83 bis of the Convention enters into force. Accordingly, the Council urged that if, in the above-mentioned instances, the State of Registry finds itself unable to discharge adequately the functions allocated to it by the Convention, it delegate to the State of the Operator, subject to acceptance by the latter State, those functions of the State of Registry that can more adequately be discharged by the State of the Operator. While Article 83 bis of the Convention entered into force on 20 June 1997 in respect of Contracting States which have ratified the related Protocol (Doc 9318), the foregoing action will remain particularly relevant for those Contracting States which do not have treaty relations under Article 83 bis. It was understood that pending entry into force of Article 83 bis of the Convention, the foregoing action would only be a matter of practical convenience and would not affect either the provisions of the Chicago Convention prescribing the duties of the State of Registry or any third State. However, as Article 83 bis of the Convention entered into force on 20 June 1997, such transfer agreements will have effect in respect of Contracting States which have ratified the related Protocol (Doc 9318) upon fulfilment of the conditions established in Article 83 bis.</i></p>							<p>ng remote pilot licensing, see remarkt under 2.11.1.1</p>
--	--	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p><i>Note 2.— International Standards and Recommended Practices are established for licensing the following personnel:</i></p> <p><i>a) Flight crew</i></p> <p><i>— private pilot — aeroplane, airship, helicopter or powered-lift;</i></p> <p><i>— commercial pilot — aeroplane, airship, helicopter or powered-lift;</i></p> <p><i>— multi-crew pilot — aeroplane;</i></p> <p><i>— airline transport pilot — aeroplane, helicopter or powered-lift;</i></p> <p><i>— glider pilot;</i></p> <p><i>— free balloon pilot;</i></p> <p><i>— flight navigator;</i></p> <p><i>— flight engineer; and</i></p> <p><i>— remote pilot — aeroplane, airship, glider, rotorcraft, powered-lift or free balloon.</i></p> <p><i>b) Other personnel</i></p> <p><i>— aircraft maintenance (technician/engineer/mechanic);</i></p> <p><i>— air traffic controller;</i></p> <p><i>— flight operations officer/flight dispatcher;</i></p> <p><i>— aeronautical station operator.</i></p> <p>1.2.1 Authority to act as a flight crew member or a remote flight crew member</p> <p>1.2.1.1 A person shall not act as a flight crew member of an aircraft or as a remote flight crew member</p>								
--	--	--	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	of a RPAS unless a valid licence is held showing compliance with the specifications of this Annex and appropriate to the duties to be performed by that person.									
1.2.1.2	1.2.1.2 The flight crew member licence shall have been issued by the State of Registry of that aircraft or by any other Contracting State and rendered valid by the State of Registry of that aircraft.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.2.1.3	1.2.1.3 The remote pilot licence shall have been issued by the Licensing Authority of the State of the Operator of the RPAS or by any other Contracting State and rendered valid by the Licensing Authority of the State of the Operator of the RPAS.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 2.11.1.1
1.2.1.4	1.2.1.4 Remote pilots shall carry their appropriate licence while engaged in international air operations.  <i>Note.— Article 29 of the Convention on International Civil Aviation requires that the flight crew members carry their appropriate licences on board every aircraft engaged in international air navigation.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 2.11.1.1
1.2.2.1	1.2.2 Method of rendering a licence valid	Reg. (EU) 2018/1139,	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The licences	This applies

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>1.2.2.1 When a Contracting State renders valid a licence issued by another Contracting State, as an alternative to the issuance of its own licence, it shall establish validity by suitable authorization to be carried with the former licence accepting it as the equivalent of the latter. When a State limits the authorization to specific privileges, the authorization shall specify the privileges of the licence which are to be accepted as its equivalent. The validity of the authorization shall not extend beyond the period of validity of the licence. The authorization ceases to be valid if the licence upon which it was issued is revoked or suspended.</p> <p><i>Note.— This provision is not intended to preclude the State that issued the licence from extending, by a suitable notification, the period of validity of the licence without necessarily requiring either the physical return of the licence or the appearance of the licence holder before the Authorities of that State.</i></p>	<p>Article 67 Validity and recognition of certificates and declarations, Article 68 Acceptance of Third-country certification Reg. (EU) 1178/2011, Annex I, Part-FCL, Cover Regulation Article 3 Pilot licencing and medical certification Reg. (EU) 2020/723, Article 3 Acceptance of licenses from third countries, Article 4 General provisions for validation of</p>						issued by a EASA Member State are recognised as valid by all the other Member States without administrative issuance of an additional authorisation.	also to the States participating in the work of EASA under Article 129 Participation of European third countries of Reg (EU) 2018/1139
--	---	--	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

		licences								
1.2.2.2	1.2.2.2 When an authorization under 1.2.2.1 is issued for use in commercial air transport operations, the Licensing Authority shall confirm the validity of the other Contracting State's licence before issuing the authorization.	See remark under 1.2.2.1	<input checked="" type="checkbox"/>	<input type="checkbox"/>		See remark under 1.2.2.1				
1.2.2.3.1	<p>1.2.2.3 <i>Rendering a licence valid pursuant to a formal agreement between Contracting States under common licensing regulations</i></p> <p>1.2.2.3.1 Notwithstanding the provisions in 1.2.2.1 and 1.2.2.2, Contracting States may automatically render valid each other's licences, provided that the States shall have:</p> <p>a) adopted common licensing regulations that are compliant with this Annex;</p> <p>b) entered into a formal agreement recognizing the automatic validation process;</p> <p>c) established a surveillance system to ensure the continuing implementation of the common licensing regulations; and</p> <p>d) registered the agreement with ICAO pursuant to Article 83 of the Convention on International Civil Aviation.</p>	See remark under 1.2.2.1	<input checked="" type="checkbox"/>	<input type="checkbox"/>		See remark under 1.2.2.1				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p><i>Note 1.— The registry of agreements with their associated list of Contracting States can be found in ICAO’s Database of Aeronautical Agreements and Arrangements.</i></p> <p><i>Note 2.— Common licensing regulations refer to a common licensing regulatory framework that is legally binding and directly applicable to Contracting States party to the agreement, recognizing the automatic validation process. Common licensing regulations used by those States contain identical requirements for licence issuance, maintenance of competency and recent experience. A regional aviation safety body can develop and maintain these common regulations for its member States.</i></p>									
1.2.2.3.2	1.2.2.3.2 An endorsement shall appear on licences rendered valid under the process of 1.2.2.3.1 indicating that the licence is automatically validated under the agreement described in 1.2.2.3.1 and referencing the ICAO registration number of the agreement. The endorsement shall further include a list of all States that are party to the agreement. 1.2.2.3.2.1 provides a transition period for States that meet the requirements in 1.2.2.3.1 and have issued licences prior to the applicability of this Standard.	See remark under 1.2.2.1	<input checked="" type="checkbox"/>	<input type="checkbox"/>		See remark under 1.2.2.1				
1.2.2.3.2.1	1.2.2.3.2.1 Until 31 December 2022, States that meet the requirements in 1.2.2.3.1 and have issued licences prior to 9 November 2017 may use other		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>effective means, carried on board the aircraft or accessible, to indicate that the licences issued by the State are rendered valid in accordance with the agreement in 1.2.2.3.1.</p> <p><i>Note.— Guidance on the format for the endorsement is contained in Attachment B. The guidance also includes how to make use of an attachment to the licence, as part of the endorsement, for information that may change over time, i.e. the ICAO registration number of the agreement and the list of all States that are party to the agreement.</i></p>									
1.2.2.4	<p><b>1.2.2.4 Recommendation.—</b> A pilot licence issued by a Contracting State should be rendered valid by other Contracting States for use in private flights.</p> <p><i>Note.— Contracting States which, without formality, render valid a licence issued by another Contracting State for use in private flights are encouraged to notify this facility in their Aeronautical Information Publications.</i></p>	See remark under 1.2.2.1	<input checked="" type="checkbox"/>	<input type="checkbox"/>		With regard to maintenance licences no rendering of licences valid is foreseen.				
1.2.4.1	1.2.3 Privileges of the holder of a licence	Reg. (EU) 1178/2011, Annex I, Part-FCL,	<input checked="" type="checkbox"/>	<input type="checkbox"/>		In the EU regulations the				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179  PERSONNEL LICENSING -  Annex Standard or Recommended Practice	State Reference	Difference					Not Applicable	Details of Difference	Remarks
			No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>A Contracting State shall not permit the holder of a licence to exercise privileges other than those granted by that licence.</p> <p>1.2.4 Medical fitness</p> <p><i>Note 1.— Guidance material is published in the Manual of Civil Aviation Medicine (Doc 8984).</i></p> <p><i>Note 2.— To satisfy the licensing requirements of medical fitness for the issue of various types of licences, the applicant must meet certain appropriate medical requirements which are specified as three classes of Medical Assessment. Details are given in 6.2, 6.3, 6.4 and 6.5. To provide the necessary evidence to satisfy the requirements of 1.2.4.1, the Licensing Authority issues the licence holder with the appropriate Medical Assessment, Class 1, Class 2 or Class 3. This can be done in several ways such as a suitably titled separate certificate, a statement on the licence or a national regulation stipulating that the Medical Assessment is an integral part of the licence.</i></p> <p>1.2.4.1 An applicant for a licence shall, when applicable, hold a Medical Assessment issued in accordance with the provisions of Chapter 6.</p>	<p>FCL.040 Exercise of the privileges of licences Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.A.030, MED.A.040 Reg. (EU) 2015/340, Annex I, Part ATCO, ATCO.B.001, ATCO.B.005 Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED.A.030, ATCO.MED.040</p>								term "Medical certificate" and "Aero-medical assessment" are used in lieu of 'medical assessment'
1.2.4.2	1.2.4.2 States shall apply, as part of their State safety programme, basic safety management principles to	Reg. (EU) 1178/2011,	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Task not currentl

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>the medical assessment process of licence holders that as a minimum include:</p> <p>a) routine analysis of in-flight incapacitation events and medical findings during medical assessments to identify areas of increased medical risk; and</p> <p>b) continuous re-evaluation of the medical assessment process to concentrate on identified areas of increased medical risk.</p> <p><i>Note.— A framework for the implementation and maintenance of a State safety programme is contained in Attachment A to Annex 19. Guidance on State safety programmes and safety management principles is contained in the Safety Management Manual (SMM) (Doc 9859) and the Manual of Civil Aviation Medicine (Doc 8984).</i></p>	Annex VI, Part-ARA, ARA.MED.1 20 Reg.(EU) 1178/2011 Reg. (EU) 2015/340, Annex II, Part ATCO.AR, ATCO.AR.F.001								y performed by EASA, although some EASA Member States do apply safety management principles to the medical assessment process
1.2.4.3	<p>1.2.4.3 The Licensing Authority shall implement appropriate aviation-related health promotion for licence holders subject to a Medical Assessment to reduce future medical risks to flight safety.</p> <p><i>Note 1.— Standard 1.2.4.2 indicates how appropriate topics for health promotion activities may be determined.</i></p>	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.A.025 and AMC1 MED.A.025 Reg. (EU) 2015/340, Annex IV, Part	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p><i>Note 2.— Guidance on the subject of health promotion activities is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i></p> <p><i>Note 3.— Guidance on the relationship between the Licensing Authority and the implementation of a Medical Assessment for licence holders is contained in the Manual of Procedures for Establishment and Management of a State’s Personnel Licensing System (Doc 9379).</i></p>	ATCO.MED, ATCO.MED. A.025 and AMC1.ATC O.MED.A.025 under (c)								
1.2.4.4	1.2.4.4 The period of validity of a Medical Assessment shall begin on the day the medical examination is performed. The duration of the period of validity shall be in accordance with the provisions of 1.2.5.2.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.A.045 under (a)(5) Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED. A.045 under(a)(3)(ii)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
1.2.4.4.1	1.2.4.4.1 The period of validity of a Medical Assessment may be extended, at the discretion of the Licensing Authority, up to 45 days.	Reg. (EU) 2018/1139, Article 71 Reg. (EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<i>Note.— It is advisable to let the calendar day on which the Medical Assessment expires remain constant year after year by allowing the expiry date of the current Medical Assessment to be the beginning of the new validity period under the proviso that the medical examination takes place during the period of validity of the current Medical Assessment but no more than 45 days before it expires.</i>	1178/2011, Annex IV, Part-MED, Med.A.045 under (b). Reg. (EU) 2015/340, Part ATCO-MED, ATCO.MED. A.045 under (b).								
1.2.4.5	1.2.4.5 Except as provided in 1.2.5.2.6, flight crew members, remote flight crew members or air traffic controllers shall not exercise the privileges of their licence unless they hold a current Medical Assessment appropriate to the licence.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.A.030 Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED.030	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Regarding remote flight crew members see remark under 2.11.1.1				
1.2.4.6	1.2.4.6 Contracting States shall designate medical examiners, qualified and licensed in the practice of medicine, to conduct medical examinations of fitness of applicants for the issue or renewal of the licences or ratings specified in Chapters 2 and 3, and of the appropriate licences specified in Chapter 4.	Reg. (EU) 1178/2011, Annex VI, Part-ARA, ARA.MED.200 Reg.(EU) 1178/2011	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

		Reg. (EU) 2015/340, Annex II, Part-ATCO.AR, ATCO.AR.F.001								
1.2.4.6.1	1.2.4.6.1 Medical examiners shall have received training in aviation medicine and shall receive refresher training at regular intervals. Before designation, medical examiners shall demonstrate adequate competency in aviation medicine.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.D.010-MED.D.030 Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED.C.010-ATCO.MED.C.030	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
1.2.4.6.2	1.2.4.6.2 Medical examiners shall have practical knowledge and experience of the conditions in which the holders of licences and ratings carry out their duties.  <i>Note.— Examples of practical knowledge and experience are flight experience, simulator experience, on-site observation or any other hands-on experience</i>	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.D.010-MED.D.030 Reg. (EU) 2015/340, Annex IV,	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<i>deemed by the Licensing Authority to meet this requirement.</i>	Part ATCO.MED, ATCO.MED. C.010- ATCO.MED. C.030								
1.2.4.6.3	1.2.4.6.3 <b>Recommendation.</b> — <i>The competence of a medical examiner should be evaluated periodically by the medical assessor.</i>	Reg. (EU) 1178/2011, Annex VI, Part-ARA, ARA.GEN.300-305, ARA.MED. 245 Reg. (EU) 2015/340, Annex II, Part- ATCO.AR, ATCO.AR.F. 001	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
1.2.4.7	1.2.4.7 Applicants for licences or ratings for which medical fitness is prescribed shall sign and furnish to the medical examiner a declaration stating whether they have previously undergone such an examination and, if so, the date, place and result of the last examination. They shall indicate to the examiner whether a Medical Assessment has previously been refused, revoked or suspended and, if so, the reason for such refusal, revocation or suspension.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.A.035 Reg. (EU) 2015/340, Annex IV, Part	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Sigini ficant Difference
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

		ATCO.MED, ATCO.MED. A.035								
1.2.4.7.1	1.2.4.7.1 Any false declaration to a medical examiner made by an applicant for a licence or rating shall be reported to the Licensing Authority of the issuing State for such action as may be considered appropriate.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.A.025 Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED. A.025	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Reg. (EU) 1178/2011, Annex IV, Part-MED stipulate s that AMEs make applican ts aware of the consequ ences of making a false declarati on but does not define what those consequ ences might be.				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

1.2.4.8	1.2.4.8 Having completed the medical examination of the applicant in accordance with Chapter 6, the medical examiner shall coordinate the results of the examination and submit a signed report, or equivalent, to the Licensing Authority, in accordance with its requirements, detailing the results of the examination and evaluating the findings with regard to medical fitness.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.A.025 Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED.A.025	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
1.2.4.8.1	1.2.4.8.1 If the medical report is submitted to the Licensing Authority in electronic format, adequate identification of the examiner shall be established.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.A.025 Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED.A.025	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
1.2.4.8.2	1.2.4.8.2 If the medical examination is carried out by two or more medical examiners, Contracting States shall appoint one of these to be responsible for coordinating the results of the examination, evaluating the	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.A.025	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	findings with regard to medical fitness, and signing the report.	and AMC1 MED.A.025 Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED. A.025 and AMC1 ATCO.MED. A.025								
1.2.4.9	1.2.4.9 Contracting States shall use the services of medical assessors to evaluate reports submitted to the Licensing Authorities by medical examiners.	Reg. (EU) 1178/2011, Annex VI, Part-ARA, ARA.MED.1 20 and AMC2 ARA.MED.1 20 Reg. (EU) 2015/340, Annex II, Part-ATCO.AR, ATCO.AR.F.001	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
1.2.4.9.1	1.2.4.9.1 The medical examiner shall be required to submit sufficient information to the Licensing Authority to enable that Authority to undertake Medical Assessment audits.	Reg. (EU) 1178/2011, Annex IV, Part-MED,	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<i>Note.— The purpose of such auditing is to ensure that medical examiners meet applicable standards for good medical practice and aeromedical risk assessment. Guidance on aeromedical risk assessment is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i>	MED.A.025 Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED. A.025								
1.2.4.10	<p>1.2.4.10 If the medical Standards prescribed in Chapter 6 for a particular licence are not met, the appropriate Medical Assessment shall not be issued or renewed unless the following conditions are fulfilled:</p> <p>a) accredited medical conclusion indicates that in special circumstances the applicant’s failure to meet any requirement, whether numerical or otherwise, is such that exercise of the privileges of the licence applied for is not likely to jeopardize flight safety;</p> <p>b) relevant ability, skill and experience of the applicant and operational conditions have been given due consideration; and</p> <p>c) the licence is endorsed with any special limitation or limitations when the safe performance of the licence holder’s duties is dependent on compliance with such limitation or limitations.</p>	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.001 Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED. B.001 Reg.	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
1.2.4.11	1.2.4.11 Medical confidentiality shall be respected at all times.	Reg. (EU) 1178/2011, Annex IV,	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

		Part-MED, MED.A.015 Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED.A.015								
1.2.4.11.1	1.2.4.11.1 All medical reports and records shall be securely held with accessibility restricted to authorized personnel.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.D.010 Reg. (EU) 1178/2011, Annex VI, Part-ARA, ARA.MED.150 Reg. (EU) 1178/2011, Annex VII, Part-ORA, ORA.AeMC.220 Reg. (EU) 2015/340, Annex II, Part-ATCO.AR, ATCO.AR.F.	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

		001 Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED. C.010								
1.2.4.11.2	1.2.4.11.2 When justified by operational considerations, the medical assessor shall determine to what extent pertinent medical information is presented to relevant officials of the Licensing Authority.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not specifically mentioned in EU rules.	
1.2.5.1	1.2.5 Validity of licences  1.2.5.1 A Contracting State, having issued a licence, shall ensure that the privileges granted by that licence, or by related ratings, are not exercised unless the holder maintains competency and meets the requirements for recent experience established by that State.	Reg. (EU) 2018/1139, Article 67 Validity and recognition of certificates and declarations, Article 68 Acceptance of Third-country certification Reg. (EU) 1178/2011, Annex I, Part-	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Sigini- ficant Differ- ence
				Level of implementation of SARPs						
				A) More Exactin- g or Exceed- s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

		FCL, Cover Regulation Article 3 Pilot licenesing and medical certification Reg. (EU) 2020/723, Article 3 Acceptance of licenses from third countries, Article 4 General provisions for validation of licences Reg. (EU) 1321/2014, Annex III - Part-66, 66.A.20 (b)								
1.2.5.1.1	1.2.5.1.1 <b>Recommendation.</b> — <i>A Contracting State should establish maintenance of competency and recent experience requirements for pilot licences and ratings based on a systematic approach to accident prevention and should include a risk assessment process and analysis of current operations, including accident and incident data appropriate to that State.</i>	See remark under 1.2.5.1	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

1.2.5.1.2	<p>1.2.5.1.2 A Contracting State, having issued a licence, shall ensure that other Contracting States are enabled to be satisfied as to the validity of the licence.</p> <p><i>Note 1.— The maintenance of competency of flight crew members or remote flight crew members, engaged in commercial air transport operations, may be satisfactorily established by demonstration of skill during proficiency flight checks completed in accordance with Annex 6.</i></p> <p><i>Note 2.— Maintenance of competency may be satisfactorily recorded in the operator’s records, or in the flight crew or the remote flight crew member’s personal log book or licence.</i></p> <p><i>Note 3.— Flight crew and remote flight crew members may, to the extent deemed feasible by the State of Registry, or Licensing Authority of the State of the Operator, respectively, demonstrate their continuing competency in FSTDs approved by that State.</i></p> <p><i>Note 4.— See the Manual of Criteria for the Qualification of Flight Simulation Training Devices (Doc 9625).</i></p> <p><i>Note 5.— See the Manual of Procedures for Establishment and Management of a State’s Personnel</i></p>	See remark under 1.2.5.1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Regarding remote flight crew members, see remark under 2.11.1.1				
-----------	---	--------------------------	-------------------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------	---

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	Licensing System ( <i>Doc 9379</i> ) for guidance material on the development of a risk assessment process.									
1.2.5.2	<p>1.2.5.2 Except as provided in 1.2.5.2.1, 1.2.5.2.2, 1.2.5.2.3, 1.2.5.2.4, 1.2.5.2.5 and 1.2.5.2.6, a Medical Assessment issued in accordance with 1.2.4.7 and 1.2.4.8 shall be valid from the date of the medical examination for a period not greater than:</p> <ul style="list-style-type: none"> <li>— 60 months for the private pilot licence — aeroplane, airship, helicopter and powered-lift;</li> <li>— 12 months for the commercial pilot licence — aeroplane, airship, helicopter and powered-lift;</li> <li>— 12 months for the multi-crew pilot licence — aeroplane;</li> <li>— 12 months for the airline transport pilot licence — aeroplane, helicopter and powered-lift;</li> <li>— 60 months for the glider pilot licence;</li> <li>— 60 months for the free balloon pilot licence;</li> <li>— 12 months for the flight navigator licence;</li> </ul>	<p>Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.A.045 Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED.A.045</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Please note that flight engineers are not regulated by EASA (Responsibility of EU Member States' NAAs) and the validity of medical assessments for air traffic controller licences is determined by Eurocon				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Sigini- ficant Differ- ence			
				Level of implementation of SARPs						
				A) More Exactin- g or Exceed- s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>— 12 months for the flight engineer licence;</p> <p>— 48 months for the air traffic controller licence; and</p> <p>— 48 months for the remote pilot licence — aeroplane, airship, glider, rotorcraft, powered-lift or free balloon.</p> <p><i>Note 1.— The periods of validity listed above may be extended by up to 45 days in accordance with 1.2.4.4.1.</i></p> <p><i>Note 2.— When calculated in accordance with 1.2.5.2 and its sub-paragraphs, the period of validity will, for the last month counted, include the day that has the same calendar number as the date of the medical examination or, if that month has no day with that number, the last day of that month.</i></p>									<p>rol regulatio- ns. Regardi- ng medical assessm- ent for remote pilots, see remark under 2.11.1.1</p>
1.2.5.2.1	1.2.5.2.1 The period of validity of a Medical Assessment may be reduced when clinically indicated.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.001 Reg. (EU) 2015/340, Annex IV, Part ATCO.ME ATCO.MED.	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

		B.001								
1.2.5.2.2	1.2.5.2.2 When the holders of airline transport pilot licences — aeroplane, helicopter and powered-lift, and commercial pilot licences — aeroplane, airship, helicopter and powered-lift, who are engaged in single-crew commercial air transport operations carrying passengers, have passed their 40th birthday, the period of validity specified in 1.2.5.2 shall be reduced to six months.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.A.045	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
1.2.5.2.3	1.2.5.2.3 When the holders of airline transport pilot licences — aeroplane, helicopter and powered-lift, commercial pilot licences — aeroplane, airship, helicopter and powered-lift, and multi-crew pilot licences — aeroplane, who are engaged in commercial air transport operations, have passed their 60th birthday, the period of validity specified in 1.2.5.2 shall be reduced to six months.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.A.045	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
1.2.5.2.4	1.2.5.2.4 When the holders of private pilot licences — aeroplane, airship, helicopter and powered-lift, remote pilot licences — aeroplane, airship, glider, rotorcraft, powered-lift or free balloon, free balloon pilot licences, glider pilot licences and air traffic controller licences have passed their 40th birthday, the period of validity specified in 1.2.5.2 shall be reduced to 24 months.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.A.045 Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED.	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

		A.015								
1.2.5.2.5	<p><b>1.2.5.2.5 Recommendation.—</b> <i>When the holders of private pilot licences — aeroplane, airship, helicopter and powered-lift, remote pilot licences — aeroplane, airship, glider, rotorcraft, powered-lift or free balloon, free balloon pilot licences, glider pilot licences and air traffic controller licences have passed their 50th birthday, the period of validity specified in 1.2.5.2 should be further reduced to 12 months.</i></p> <p><i>Note.— The periods of validity listed above are based on the age of the applicant at the time of undergoing the medical examination.</i></p>	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.A.045 Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED. A.015	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
1.2.5.2.6	<p><b>1.2.5.2.6</b> <i>Circumstances in which a medical examination may be deferred.</i> The prescribed re-examination of a licence holder operating in an area distant from designated medical examination facilities may be deferred at the discretion of the Licensing Authority, provided that such deferment shall only be made as an exception and shall not exceed:</p> <p>a) a single period of six months in the case of a flight crew member of an aircraft engaged in non-commercial operations;</p> <p>b) two consecutive periods each of three months in the case of a flight crew member of an aircraft engaged in commercial operations provided that in each case a favourable medical report is obtained after</p>	Reg. (EU) 2018/1139, Article 71, Flexibility provisions	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>examination by a designated medical examiner of the area concerned, or, in cases where such a designated medical examiner is not available, by a physician legally qualified to practise medicine in that area. A report of the medical examination shall be sent to the Licensing Authority where the licence was issued;</p> <p>c) in the case of a private pilot, a single period not exceeding 24 months where the medical examination is carried out by an examiner designated under 1.2.4.6 by the Contracting State in which the applicant is temporarily located. A report of the medical examination shall be sent to the Licensing Authority where the licence was issued; and</p> <p>d) two consecutive periods each of three months in the case of a remote flight crew member.</p>									
1.2.6.1	<p>1.2.6 Decrease in medical fitness</p> <p>1.2.6.1 Holders of licences provided for in this Annex shall not exercise the privileges of their licences and related ratings at any time when they are aware of any decrease in their medical fitness which might render them unable to safely and properly exercise these privileges.</p>	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.A.020 Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED.A.020	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

1.2.6.1.1	<p>1.2.6.1.1 <b>Recommendation.</b>— <i>States should ensure that licence holders are provided with clear guidelines on medical conditions that may be relevant to flight safety and when to seek clarification or guidance from a medical examiner or Licensing Authority.</i></p> <p><i>Note.</i>— <i>Guidance on physical and mental conditions and treatments that are relevant to flight safety about which information may need to be forwarded to the Licensing Authority is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i></p>	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.A.020 Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED.A.020	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
1.2.6.1.2	<p>1.2.6.1.2 <b>Recommendation.</b>— <i>Each Contracting State should, as far as practicable, ensure that licence holders do not exercise the privileges of their licences and related ratings during any period in which their medical fitness has, from any cause, decreased to an extent that would have prevented the issue or renewal of their Medical Assessment.</i></p>	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.A.020 Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED.A.020	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
1.2.7.1	1.2.7 Use of psychoactive substances	Reg. (EU) 1178/2011, Annex IV,	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	1.2.7.1 Holders of licences provided for in this Annex shall not exercise the privileges of their licences and related ratings while under the influence of any psychoactive substance which might render them unable to safely and properly exercise these privileges.	Part-MED, MED.A.020, MED.B.055 Reg. (EU) 1321/2014, Annex III - Part-66, 66.B.500 Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED. A.020, ATCO.MED. B.055								
1.2.7.2	1.2.7.2 Holders of licences provided for in this Annex shall not engage in any problematic use of substances.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.055 Reg. (EU) 1321/2014, Annex III - Part-66, 66.B.500 Reg. (EU) 2015/340, Annex IV, Part	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

		ATCO.MED, ATCO.MED. B.055								
1.2.7.3	<p><b>1.2.7.3 Recommendation.</b>— <i>Contracting States should ensure, as far as practicable, that all licence holders who engage in any kind of problematic use of substances are identified and removed from their safety-critical functions. Return to the safety-critical functions may be considered after successful treatment or, in cases where no treatment is necessary, after cessation of the problematic use of substances and upon determination that the person’s continued performance of the function is unlikely to jeopardize safety.</i></p> <p><i>Note.— Guidance on suitable methods of identification (which may include biochemical testing on such occasions as pre-employment, upon reasonable suspicion, after accidents/incidents, at intervals, and at random) and on other prevention topics is contained in the Manual on Prevention of Problematic Use of Substances in the Aviation Workplace (Doc 9654).</i></p>	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.055 Reg. (EU) 1321/2014, Annex III - Part-66, 66.B.500 Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED. B.055	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
1.2.8.1	<p>1.2.8 Approved training and approved training organization</p> <p><i>Note.— The qualifications required for the issue of personnel licences can be more readily and speedily acquired by applicants who undergo closely supervised, systematic and continuous courses of training, conforming to a planned syllabus or curriculum.</i></p>	Reg. (EU) 1321/2014, Annex III - Part-66, 66.A.30 Reg. (EU) Reg. (EU) 1178/2011,	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179  PERSONNEL LICENSING -  Annex Standard or Recommended Practice	State Reference	Difference					Not Applicable	Details of Difference	Remarks
			No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p><i>Provision has accordingly been made for some reduction in the experience requirements for the issue of certain licences and ratings prescribed in these Standards and Recommended Practices, in respect of an applicant who has satisfactorily completed a course of approved training.</i></p> <p>1.2.8.1 Approved training shall provide a level of competency at least equal to that provided by the minimum experience requirements for personnel not receiving such approved training.</p>	Annex VI, Part-ARA, Subpart GEN Reg. (EU) 1178/2011, Annex VII, Part-ORA, Subpart ATO								
1.2.8.2	<p>1.2.8.2 The approval of a training organization by a State shall be dependent upon the applicant demonstrating compliance with the requirements of Appendix 2 to this Annex and the relevant provisions contained in Annex 19.</p> <p><i>Note 1.— Annex 19 includes safety management provisions for an approved training organization that is exposed to safety risks related to aircraft operations during the provision of its services. Further guidance is contained in the Safety Management Manual (SMM) (Doc 9859).</i></p> <p><i>Note 2.— Guidance on approval of a training organization can be found in the Manual on the Approval of Training Organizations (Doc 9841).</i></p>	Reg. (EU) 1178/2011, Annex VI, Part-ARA, Subpart GEN Reg. (EU) 1178/2011, Annex VII, Part-ORA, Subpart ATO  Reg. (EU) 2015/340, Annex III, Part ATCO.OR	<input checked="" type="checkbox"/>	<input type="checkbox"/>		For approval, see in particular Reg. (EU) 1178/2011, Annex VI, Part-ARA, ARA.G EN.310 and Appendices III and IV to this Part.				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

1.2.8.3	<p>1.2.8.3 Until 25 November 2026, approved training for flight crew and air traffic controllers shall be conducted within an approved training organization.</p> <p><i>Note.— The approved training considered in 1.2.8.3 relates primarily to approved training for the issuance of an Annex 1 licence or rating. It is not intended to include approved training for the maintenance of competence or for an operational qualification after the initial issuance of a licence or rating, as may be required for air traffic controllers or for flight crew, such as the approved training under Annex 6 — Operation of Aircraft, Part I — International Commercial Air Transport — Aeroplanes, 9.3, or Part III — International Operations — Helicopters, Section II, 7.3.</i></p>	Reg. (EU) 1178/2011, Annex VI, Part ARA, Subpart GEN; Reg. (EU) 1178/2011, Annex VII, Part-ORA, Subpart ATO; Reg. (EU) 2015/340, Cover Regulation, Article 2 and Annex III, Part-ATCO.OR	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
1.2.8.3	<p>1.2.8.3 As of 26 November 2026, approved training for flight crew, remote flight crew and air traffic controllers shall be conducted within an approved training organization.</p> <p><i>Note.— The approved training considered in 1.2.8.3 relates primarily to approved training for the issuance of an Annex 1 licence or rating. It is not intended to include approved training for the maintenance of competence or for an operational qualification after the initial issuance of a licence or</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<i>rating, as may be required for air traffic controllers, for flight crew or remote flight crew, such as the approved training under Annex 6 — Operation of Aircraft, Part I — International Commercial Air Transport — Aeroplanes, 9.3, or Part III — International Operations — Helicopters, Section II, 7.3, or Part IV — International Operations — Remotely Piloted Aircraft Systems.</i>									
1.2.8.4	<p>1.2.8.4 Competency-based approved training for aircraft and RPAS maintenance personnel shall be conducted within an approved training organization.</p> <p><i>Note 1.— A comprehensive training scheme for the aircraft maintenance (technician/engineer/mechanic) licence, including the various levels of competency, is contained in the Procedures for Air Navigation Services — Training (Doc 9868, PANS-TRG).</i></p> <p><i>Note 2.— The Manual on Training of Aircraft Maintenance Personnel (Doc 10098) contains guidance material on the design and development of an aircraft maintenance personnel training programme.</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Regarding CBTA for RPAS, see remark under 2.11.1.1
1.2.8.5	1.2.8.5 Competency-based approved training for remote flight crew shall be conducted within an approved training organization.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Regarding CBTA for RPAS, see remark under

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

										2.11.1.1
1.2.8.6	<p>1.2.8.6 Competency-based approved training for flight operations officer/flight dispatcher personnel shall be conducted within an approved training organization.</p> <p><i>Note.— Procedures supporting the development of competency-based training and assessment for aeroplane flight crew, air traffic controllers, aircraft maintenance personnel, remote flight crew and flight operations officers/flight dispatchers, including ICAO competency frameworks, are contained in the Procedures for Air Navigation Services — Training (Doc 9868, PANS-TRG).</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Please note that the flight operations officer/flight dispatcher personnel are not regulated by EASA (Responsibility of EASA Member States NAA's
1.2.9.1	<p>1.2.9 Language proficiency</p> <p>1.2.9.1 Aeroplane, airship, helicopter and powered-lift pilots; aeroplane, airship, glider, rotorcraft,</p>	Reg. (EU) 1178/2011, Annex I, Part-FCL,	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Regarding the language proficie

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	powered-lift or free balloon remote pilots; air traffic controllers; and aeronautical station operators shall demonstrate the ability to speak and understand the language used for radiotelephony communications to the level specified in the language proficiency requirements in Appendix 1.	FCL.055								ncy for remote pilots, see remark under 2.11.1.1
1.2.9.2	1.2.9.2 <b>Recommendation.</b> — <i>Flight engineers, and glider and free balloon pilots should have the ability to speak and understand the language used for radiotelephony communications.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No such a specific requirement in the EU rules	
1.2.9.3	1.2.9.3 Flight navigators required to use the radiotelephone aboard an aircraft shall demonstrate the ability to speak and understand the language used for radiotelephony communications.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		Please note that the flight navigators are not regulated by EASA (Responsibility of EASA Member States NAA's

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

1.2.9.4	1.2.9.4 <b>Recommendation.</b> — <i>Flight navigators required to use the radiotelephone aboard an aircraft should demonstrate the ability to speak and understand the language used for radiotelephony communications to the level specified in the language proficiency requirements in Appendix 1.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		Please note that the flight navigators are not regulated by EASA (Responsibility of EASA Member States NAA's)
1.2.9.5	1.2.9.5 The language proficiency of aeroplane, airship, helicopter and powered-lift pilots; aeroplane, airship, glider, rotorcraft, powered-lift or free balloon remote pilots; air traffic controllers; and aeronautical station operators who demonstrate proficiency below the Expert Level (Level 6) shall be formally evaluated at intervals in accordance with an individual's demonstrated proficiency level.	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.055	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Regarding the language proficiency for remote pilots, see remark under

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

										2.11.1.1
1.2.9.6	<p><b>1.2.9.6 Recommendation.</b>— <i>The language proficiency of aeroplane, airship, helicopter and powered-lift pilots; aeroplane, airship, gliders, rotorcraft, powered-lift or free balloon remote pilots; flight navigators required to use the radiotelephone aboard an aircraft; air traffic controllers; and aeronautical station operators who demonstrate proficiency below the Expert Level (Level 6) should be formally evaluated at intervals in accordance with an individual’s demonstrated proficiency level, as follows:</i></p> <p>a) <i>those demonstrating language proficiency at the Operational Level (Level 4) should be evaluated at least once every three years; and</i></p> <p>b) <i>those demonstrating language proficiency at the Extended Level (Level 5) should be evaluated at least once every six years.</i></p> <p><i>Note 1.— Formal evaluation is not required for applicants who demonstrate expert language proficiency, e.g. native and very proficient non-native speakers with a dialect or accent intelligible to the international aeronautical community.</i></p> <p><i>Note 2.— The provisions of 1.2.9 refer to Annex 10, Volume II, Chapter 5, whereby the language used for radiotelephony communications may be the language normally used by the station on the ground or English. In</i></p>	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.055	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Regarding the language proficiency for remote pilots, see remark under 2.11.1.1

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<i>practice, therefore, there will be situations whereby flight crew members and remote flight crew members will only need to speak the language normally used by the station on the ground.</i>								
2.1.1.1	<p>CHAPTER 2. LICENCES AND RATINGS FOR PILOTS AND REMOTE PILOTS</p> <p><b>A. LICENCES AND RATINGS FOR PILOTS</b></p> <p>2.1 General rules concerning pilot licences and ratings</p> <p>2.1.1 General licensing specifications</p> <p>2.1.1.1 A person shall not act either as pilot-in-command or as co-pilot of an aircraft in any of the following categories unless that person is the holder of a</p>	Reg. (EU) 2018/1139, Article 21, Pilots Reg. (EU) 2018/1139, Article 21, Pilots Reg. (EU) 1178/2011, Annex I, Part-FCL	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Reg. (EU) 2018/1139 Section VII, Unmanned aircraft. See remark under 1.1.72

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>pilot licence issued in accordance with the provisions of this chapter:</p> <ul style="list-style-type: none"> <li>— aeroplane</li> <li>— airship of a volume of more than 4 600 cubic metres</li> <li>— free balloon</li> <li>— glider</li> <li>— helicopter</li> <li>— powered-lift.</li> </ul>									
2.1.1.2	2.1.1.2 The category of aircraft shall be included in the title of the licence itself, or endorsed as a category rating on the licence.	Reg. (EU) 1178/2011, Annex VI, Part-ARA, ARA.FCL.200 and Appendix I to Part-ARA	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.1.1.2.1	2.1.1.2.1 When the holder of a pilot licence seeks a licence for an additional category of aircraft, the Licensing Authority shall either: <ul style="list-style-type: none"> <li>a) issue the licence holder with an additional pilot licence for that category of aircraft; or</li> </ul>	Reg. (EU) 1178/2011, Annex VI, Part-ARA, ARA.FCL.200 and	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>b) endorse the original licence with the new category rating, subject to the conditions of 2.1.2.</p> <p><i>Note.— The requirements for category ratings are given in terms of licensing specifications for pilots and at levels appropriate to the privileges to be granted to the licence holder.</i></p>	Appendix I to Part-ARA								
2.1.1.3	2.1.1.3 An applicant shall, before being issued with any pilot licence or rating, meet such requirements in respect of age, knowledge, experience, flight instruction, skill and medical fitness, as are specified for that licence or rating.	Reg. (EU) 2018/1139, Article 21, Pilots Reg. (EU) 1178/2011, Annex I, Part-FCL.	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.1.1.3.1	2.1.1.3.1 An applicant for any pilot licence or rating shall demonstrate, in a manner determined by the Licensing Authority, such requirements for knowledge and skill as are specified for that licence or rating.	Reg. (EU) 2018/1139, Article 21, Pilots Reg. (EU) 1178/2011, Annex VI, Part-ARA, Subpart FCL	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.1.1.4	2.1.1.4 <i>Transitional measures related to the powered-lift category</i>	Reg. (EU) 1178/2011, Annex I, Part-	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	Until 5 March 2025, the Licensing Authority may endorse a type rating for aircraft of the powered-lift category on an aeroplane or helicopter pilot licence. The endorsement of the rating on the licence shall indicate that the aircraft is part of the powered-lift category. The training for the type rating in the powered-lift category shall be completed during a course of approved training, shall take into account the previous experience of the applicant in an aeroplane or a helicopter as appropriate and incorporate all relevant aspects of operating an aircraft of the powered-lift category.	FCL, Subpart H, Class and Type ratings, section 4: Specific requirements for the powered-lift category								
2.1.2.1	2.1.2 Category ratings  2.1.2.1 When established, category ratings shall be for categories of aircraft listed in 2.1.1.1.	Reg. (EU) 1178/2011, Annex I, Part-FCL, Subpart H, Class and Type ratings	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.1.2.2	2.1.2.2 Category ratings shall not be endorsed on a licence when the category is included in the title of the licence itself.	Reg. (EU) 1178/2011, Annex VI, Part-ARA, ARA.FCL.2000 and Appendix I to Part-ARA, Licence format	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

2.1.2.3	2.1.2.3 Any additional category rating endorsed on a pilot licence shall indicate the level of licensing privileges at which the category rating is granted.	Reg. (EU) 1178/2011, Annex VI, Part-ARA, ARA.FCL.2000 and Appendix I to Part-ARA, Licence format	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.1.2.4	2.1.2.4 The holder of a pilot licence seeking additional category ratings shall meet the requirements of this Annex appropriate to the privileges for which the category rating is sought.	Reg. (EU) 1178/2011, Annex VI, Part-ARA, ARA.FCL.2000 and Appendix I to Part-ARA, Licence format	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.1.3.1	2.1.3 Class and type ratings  2.1.3.1 Class ratings shall be established for aeroplanes certificated for single-pilot operation and shall comprise:  a) single-engine, land;	Reg. (EU) 1178/2011, Annex I, Part-Reg. (EU) 1178/2011, Annex I, Part-FCL, Subpart H, Class and Type ratings,	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	b) single-engine, sea; c) multi-engine, land; d) multi-engine, sea.  <i>Note.— The provisions of this paragraph do not preclude the establishment of other class ratings within this basic structure.</i>	Section 2 'Specific requirements for the aeroplane category							
2.1.3.1.1	<b>2.1.3.1.1 Recommendation.— Contracting States should consider establishing a class rating for those helicopters and powered-lifts certificated for single-pilot operations and which have comparable handling, performance and other characteristics.</b>	Reg. (EU) 1178/2011, Annex I, Part-FCL, Subpart H, Class and Type ratings, Section 3 'Specific requirements for the helicopter category', Section 4 'Specific requirements for the powered-lift category, Section 5 'Specific requirements for the airship	<input checked="" type="checkbox"/>	<input type="checkbox"/>					

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

		category								
2.1.3.2	<p>2.1.3.2 Type ratings shall be established for:</p> <p>a) aircraft certificated for operation with a minimum crew of at least two pilots;</p> <p>b) helicopters and powered-lifts certificated for single-pilot operation except where a class rating has been issued under 2.1.3.1.1; and</p> <p>c) any aircraft whenever considered necessary by the Licensing Authority.</p> <p><i>Note 1.— Where a common type rating is established, it will be only for aircraft with similar characteristics in terms of operating procedures, systems and handling.</i></p> <p><i>Note 2.— Requirements for class and type ratings for gliders and free balloons have not been determined.</i></p>	Reg. (EU) 1178/2011, Annex I, Part-FCL, Subpart H, Class and Type ratings, Section 2 'Specific requirements for the aeroplane category	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.1.3.3	2.1.3.3 When an applicant demonstrates skill and knowledge for the initial issue of a pilot licence, the category and the ratings appropriate to the class or type of aircraft used in the demonstration shall be entered on the licence.	Reg. (EU) 1178/2011, Annex VI, Part-ARA, ARA.FCL.2000 and Appendix I to Part-ARA,	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

		Licence format, under XII								
2.1.4.1	2.1.4 Circumstances in which class and type ratings are required  2.1.4.1 A Contracting State having issued a pilot licence shall not permit the holder of such licence to act either as pilot-in-command or as co-pilot of an aeroplane, an airship, a helicopter or a powered-lift unless the holder has received authorization as follows:  a) the appropriate class rating specified in 2.1.3.1; or  b) a type rating when required in accordance with the provisions of 2.1.3.2.	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.700 'Circumstances in which class or type rating are required.	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.1.4.1.1	2.1.4.1.1 When a type rating is issued limiting the privileges to act as co-pilot, or limiting the privileges to act as pilot-in-command only during the cruise phase of the flight, such limitation shall be endorsed on the rating.	Reg. (EU) 1178/2011, Annex I, Part-FCL, Appendix 9	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Reference to 'limiting the privileges to act as pilot only during the cruise phase of				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

										the flight' is not explicit made in Reg. (EU) 1178/2011, Annex I, Part-FCL
2.1.4.2	2.1.4.2 For the purpose of training, testing, or specific special purpose non-revenue, non-passenger carrying flights, special authorization may be provided in writing to the licence holder by the Licensing Authority in place of issuing the class or type rating in accordance with 2.1.4.1. This authorization shall be limited in validity to the time needed to complete the specific flight.	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.700 'Circumstances in which class or type rating are required.	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.1.5.1	2.1.5 Requirements for the issue of class and type ratings  2.1.5.1 Class rating	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.725 'Requirements for the issue of class and	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Sigini ficant Difference			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	The applicant shall have demonstrated a degree of skill appropriate to the licence in an aircraft of the class for which the rating is sought.	type ratings'								
2.1.5.2	<p>2.1.5.2 <i>Type rating as required by 2.1.3.2 a)</i></p> <p>The applicant shall have:</p> <p>a) gained, under appropriate supervision, experience in the applicable type of aircraft and/or flight simulator in the following:</p> <ul style="list-style-type: none"> <li>— normal flight procedures and manoeuvres during all phases of flight;</li> <li>— abnormal and emergency procedures and manoeuvres in the event of failures and malfunctions of equipment, such as engine, systems and airframe;</li> <li>— where applicable, instrument procedures, including instrument approach, missed approach and landing procedures under normal, abnormal and emergency conditions, including simulated engine failure;</li> <li>— for the issue of an aeroplane category type rating, upset prevention and recovery training; and</li> </ul>	Reg. (EU) 1178/2011, Annex I, Part-FCL, Appendix 4 and 9	<input checked="" type="checkbox"/>	<input type="checkbox"/>		UPRT requirements were introduced by Regulation (EU) 2018/1974 (amending Regulation (EU) No 1178/2011)				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p><i>Note 1.— Procedures for upset prevention and recovery training are contained in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868).</i></p> <p><i>Note 2.— Guidance on upset prevention and recovery training is contained in the Manual on Aeroplane Upset Prevention and Recovery Training (Doc 10011).</i></p> <p><i>Note 3.— The Manual of Criteria for the Qualification of Flight Simulation Training Devices (Doc 9625) provides guidance on the approval of FSTDs for upset prevention and recovery training.</i></p> <p><i>Note 4.— The aeroplane upset prevention and recovery training may be integrated in the type rating programme or be conducted immediately after, as an additional module.</i></p> <p>— procedures for crew incapacitation and crew coordination including allocation of pilot tasks; crew cooperation and use of checklists;</p> <p><i>Note.— See 2.1.8.1 on the qualifications required for pilots giving flight training.</i></p> <p>b) demonstrated the skill and knowledge required for the safe operation of the applicable type of aircraft, relevant to the duties of a pilot-in-command or a co-pilot as applicable; and</p>								
--	---	--	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Sigini- ficant Differ- ence			
				Level of implementation of SARPs						
				A) More Exactin- g or Exceed- s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>c) demonstrated, at the airline transport pilot licence level, an extent of knowledge determined by the Licensing Authority on the basis of the requirements specified in 2.6.1.2.</p> <p><i>Note.— See the Manual of Procedures for Establishment and Management of a State’s Personnel Licensing System (Doc 9379) for guidance of a general nature on cross-crew qualification and cross-credit.</i></p>									
2.1.5.3	<p>2.1.5.3 <i>Type rating as required by 2.1.3.2 b) and c)</i></p> <p>The applicant shall have demonstrated the skill and knowledge required for the safe operation of the applicable type of aircraft, relevant to the licensing requirements and piloting functions of the applicant.</p>	Reg. (EU) 1178/2011, Annex I, Part-FCL, Appendix 4 and 9	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.1.6	<p>2.1.6 Use of an FSTD for acquisition of experience and demonstration of skill</p> <p>The use of an FSTD for acquiring the experience or performing any manoeuvre required during the demonstration of skill for the issue of a licence or rating shall be approved by the Licensing Authority, which shall ensure that the FSTD used is appropriate to the task.</p>	Reg. (EU) 2018/1139, Article 25 Flight Simulation Training Devices Reg. (EU) 1178/2011, Annex VI, Part-ARA, Subpart	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

		FSTD 'Specific requirement related to the qualification of FSTDs								
2.1.7	<p>2.1.7 Circumstances in which an instrument rating is required</p> <p>A Contracting State, having issued a pilot licence, shall not permit the holder thereof to act either as pilot-in-command or as co-pilot of an aircraft under IFR unless such holder has received proper authorization from such Contracting State. Proper authorization shall comprise an instrument rating appropriate to the aircraft category.</p> <p><i>Note.— The instrument rating is included in the airline transport pilot licence — aeroplane or powered-lift category, multi-crew pilot licence, and commercial pilot licence — airship category. The provisions of 2.1.7 do not preclude the issue of a licence having the instrument rating as an integral part thereof.</i></p>	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.600 Reg.	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.1.8.1	<p>2.1.8 Circumstances in which authorization to conduct instruction is required</p> <p>2.1.8.1 A Contracting State, having issued a pilot licence, shall not permit the holder thereof to carry</p>	Reg. (EU) 2018/1139, Article 26 Instructors and examiners	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>out flight instruction required for the issue of a pilot licence or rating, unless such holder has received proper authorization from such Contracting State. Proper authorization shall comprise:</p> <p>a) a flight instructor rating on the holder's licence; or</p> <p>b) the authority to act as an agent of an approved organization authorized by the Licensing Authority to carry out flight instruction; or</p> <p>c) a specific authorization granted by the Contracting State which issued the licence.</p>	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.900								
2.1.8.2	2.1.8.2 A Contracting State shall not permit a person to carry out instruction on an FSTD required for the issue of a pilot licence or rating unless such person holds or has held an appropriate licence or has appropriate flight training and flight experience and has received proper authorization from such Contracting State.	Reg. (EU) 2018/1139, Article 26 Instructors and examiners Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.900	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.1.9.1	2.1.9 Crediting of flight time  2.1.9.1 A student pilot or the holder of a pilot licence shall be entitled to be credited in full with all solo, dual instruction and pilot-in-command flight time towards	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.035	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	the total flight time required for the initial issue of a pilot licence or the issue of a higher grade of pilot licence.									
2.1.9.2	2.1.9.2 The holder of a pilot licence, when acting as co-pilot at a pilot station of an aircraft certificated for operation by a single pilot but required by a Contracting State to be operated with a co-pilot, shall be entitled to be credited with not more than 50 per cent of the co-pilot flight time towards the total flight time required for a higher grade of pilot licence. The Contracting State may authorize that flight time be credited in full towards the total flight time required if the aircraft is equipped to be operated by a co-pilot and the aircraft is operated in a multi-crew operation.	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.035(a)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.035(a)(3) contains provisions on the crediting of the time flown as co-pilot, which are different from what is established in paragraphs 2.1.9.2 and				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

										2.1.9.3 of ICAO Annex 1.
2.1.9.3	2.1.9.3 The holder of a pilot licence, when acting as co-pilot at a pilot station of an aircraft certificated to be operated with a co-pilot, shall be entitled to be credited in full with this flight time towards the total flight time required for a higher grade of pilot licence.	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.035(a)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
2.1.9.4	2.1.9.4 The holder of a pilot licence, when acting as pilot-in-command under supervision, shall be entitled to be credited in full with this flight time towards the total flight time required for a higher grade of pilot licence.	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.035(a)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
2.1.10	2.1.10 Limitation of privileges of pilots who have attained their 60th birthday and curtailment of privileges of pilots who have attained their 65th birthday  A Contracting State, having issued pilot licences, shall not permit the holders thereof to act as pilot of an aircraft engaged in international commercial air transport operations if the licence holders have attained their 60th birthday or, in the case of operations with more than one pilot, their 65th birthday.	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.065 Curtailment of privileges of licence holders age 60 years or more in	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Pilots aged 60-64 may act as pilots in command in the single-pilots international CAT operations	Chicago Convention, Article 38 Departures from international standards and

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<i>Note.— See 1.2.5.2.3 on the validity period of Medical Assessments for pilots over the age of 60 who are engaged in commercial air transport operations.</i>	commercial air transport, Reg.						of aircraft other than aeroplanes and helicopters .	procedures: Amendment 172 is only regarding the age of pilots in the case of 2 pilots over 60 years. ICAO has decided not to touch single-pilot operations. Therefore ICAO Annex 1 will continue to allow single-pilot CAT
--	---	--------------------------------	--	--	--	--	--	---	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

										operation only for pilots below the age of 60. Therefore the requirements in FCL.065 will stay unchanged.
2.2.1	2.2 Student pilot  2.2.1 A student pilot shall meet requirements prescribed by the Contracting State concerned. In prescribing such requirements, Contracting States shall ensure that the privileges granted would not permit student pilots to constitute a hazard to air navigation.	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.020 Student pilot, FCL.035 Crediting of flight time and theoretical knowledge, under (a)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Sigini ficant Difference			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

2.2.2	2.2.2 A student pilot shall not fly solo unless under the supervision of, or with the authority of, an authorized flight instructor.	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.020 Student pilot, FCL.035 Crediting of flight time and theoretical knowledge, under (a)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.2.2.1	2.2.2.1 A student pilot shall not fly solo in an aircraft on an international flight unless by special or general arrangement between the Contracting States concerned.	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.020 Student pilot	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.2.3	2.2.3 Medical fitness  A Contracting State shall not permit a student pilot to fly solo unless that student pilot holds a current Class 2 Medical Assessment.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.A.030	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

2.3.1.1	<p>2.3 Private pilot licence</p> <p>2.3.1 General requirements for the issue of the licence appropriate to the aeroplane, airship, helicopter and powered-lift categories</p> <p>2.3.1.1 Age</p> <p>The applicant shall be not less than 17 years of age.</p>	Reg. (EU) 1178/2011, Annex I, Part-FCL, Subpart C, Section 1 'Common requirements'. For the age: FCL.200(a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		There are no PPL for airships and no separate licences for powered-lift.				
2.3.1.2	<p>2.3.1.2 Knowledge</p> <p>The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a private pilot licence and appropriate to the category of aircraft intended to be included in the licence, in at least the following subjects:</p> <p><i>Air law</i></p> <p>a) rules and regulations relevant to the holder of a private pilot licence; rules of the air; altimeter setting procedures; appropriate air traffic services practices and procedures;</p>	Reg. (EU) 1178/2011, Annex I, Part-FCL, Part-FCL, Subpart C, Section 1 'Common requirements'. FCL.215 Theoretical knowledge examinations and AMC1 and AMC2 FCL.210; FCL.215	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p><i>Aircraft general knowledge for aeroplanes, airships, helicopters and powered-lifts</i></p> <p>b) principles of operation and functioning of engines, systems and instruments;</p> <p>c) operating limitations of the relevant category of aircraft and engines; relevant operational information from the flight manual or other appropriate document;</p> <p>d) for helicopters and powered-lifts, transmission (power trains) where applicable;</p> <p>e) for airships, physical properties and practical application of gases;</p> <p><i>Flight performance, planning and loading</i></p> <p>f) effects of loading and mass distribution on flight characteristics; mass and balance calculations;</p> <p>g) use and practical application of take-off, landing and other performance data;</p> <p>h) pre-flight and en-route flight planning appropriate to private operations under VFR; preparation and filing of air traffic services flight plans; appropriate air traffic services procedures; position reporting procedures; altimeter setting procedures; operations in areas of high-density traffic;</p>								
--	---	--	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Sigini- ficant Differ- ence
				Level of implementation of SARPs						
				A) More Exactin- g or Exceed- s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

<p><i>Human performance</i></p> <p>i) human performance including principles of TEM;</p> <p><i>Note.— Guidance material to design training programmes on human performance, including TEM, can be found in the Human Factors Training Manual (Doc 9683).</i></p> <p><i>Meteorology</i></p> <p>j) application of elementary aeronautical meteorology; use of, and procedures for obtaining, meteorological information; altimetry; hazardous weather conditions;</p> <p><i>Navigation</i></p> <p>k) practical aspects of air navigation and dead-reckoning techniques; use of aeronautical charts;</p> <p><i>Operational procedures</i></p> <p>l) application of TEM to operational performance;</p> <p><i>Note.— Guidance material on the application of threat and error management (TEM) is found in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868), Part II, Section I in Chapter 6, and in the Human Factors Training Manual (Doc 9683).</i></p>									
--	--	--	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>m) altimeter setting procedures;</p> <p>n) use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;</p> <p>o) appropriate precautionary and emergency procedures, including action to be taken to avoid hazardous weather, wake turbulence and other operating hazards;</p> <p>p) in the case of helicopters, and if applicable, powered-lifts, settling with power; ground resonance; retreating blade stall; dynamic rollover and other operating hazards; safety procedures, associated with flight in VMC;</p> <p><i>Principles of flight</i></p> <p>q) principles of flight;</p> <p><i>Radiotelephony</i></p> <p>r) communication procedures and phraseology as applied to VFR operations; action to be taken in case of communication failure.</p>									
2.3.1.3	<p>2.3.1.3 <i>Skill</i></p> <p>The applicant shall have demonstrated the ability to perform as pilot-in-command of an aircraft within the</p>	Reg. (EU) 1178/2011, Annex I, Part-FCL, Part-	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>appropriate category of aircraft, the procedures and manoeuvres described in 2.3.3.2 or 2.3.4.2.1 or 2.3.5.2 or 2.3.6.2 with a degree of competency appropriate to the privileges granted to the holder of a private pilot licence, and to:</p> <p>a) recognize and manage threats and errors;</p> <p style="text-align: center;"><i>Note.— Guidance material on the application of threat and error management (TEM) is found in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868), Part II, Section I in Chapter 6, and in the Human Factors Training Manual (Doc 9683).</i></p> <p>b) operate the aircraft within its limitations;</p> <p>c) complete all manoeuvres with smoothness and accuracy;</p> <p>d) exercise good judgement and airmanship;</p> <p>e) apply aeronautical knowledge; and</p> <p>f) maintain control of the aircraft at all times in a manner such that the successful outcome of a procedure or manoeuvre is assured.</p>	<p>FCL, Subpart C, Section 1 'Common requirements'. FCL.235 Skill test and AMC1, AMC 2 and AMC 3 FCL.235 Skill test</p>							
--	--	---	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

2.3.1.4	<p>2.3.1.4 <i>Medical fitness</i></p> <p>The applicant shall hold a current Class 2 Medical Assessment.</p> <p><i>Note.— See 2.7.1.3 on the medical fitness requirements for private pilot licence holders seeking an instrument rating.</i></p>	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.A.030	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
2.3.2.1	<p>2.3.2 Privileges of the holder of the licence and the conditions to be observed in exercising such privileges</p> <p>2.3.2.1 Subject to compliance with the requirements specified in 1.2.5, 1.2.6, 1.2.7.1, 1.2.9 and 2.1, the privileges of the holder of a private pilot licence shall be to act, but not for remuneration, as pilot-in-command or co-pilot of aircraft within the appropriate aircraft category engaged in non-revenue flights.</p>	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.205.A(a), FCL.205.H(a), FCL.205.As(a), FCL.205.S(b)(2) and FCL.205.B(b)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Reg. (EU) 1178/2011, Annex I, Part-FCL, Part-FCL differs here from ICAO in that sense that the holder of a PPL to provide flight instruction may receive remunerations.	Reason of the difference: The holder of a PPL to provide flight instruction may receive remunerations. This was a proposal from the Rulemaking group FCL.00

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

									1 that intended to provide a solution for the shortage of instructors for general aviation in Europe. The Rulemaking group considered that an adequate safety level was provided for by the knowledge requirements
--	--	--	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

									for both the instructor and the licence holder; it therefore concluded that the interdiction of PPL holders to provide instruction against remuneration had no safety justification. The Agency has accepted that proposal.
--	--	--	--	--	--	--	--	--	---

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

2.3.2.2	2.3.2.2 Before exercising the privileges at night, the licence holder shall have received dual instruction in aircraft within the appropriate category of aircraft in night flying, including take-off, landing and navigation.	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.810 Night rating	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
2.3.3.1.1	2.3.3 Specific requirements for the issue of the aeroplane category rating  2.3.3.1 <i>Experience</i>  2.3.3.1.1 The applicant shall have completed not less than 40 hours of flight time, or 35 hours if completed during a course of approved training, as a pilot of aeroplanes appropriate to the class rating sought. The Licensing Authority shall determine whether experience as a pilot under instruction in an FSTD is acceptable as part of the total flight time of 40 hours or 35 hours, as the case may be. Credit for such experience shall be limited to a maximum of 5 hours.	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.210.A under (a)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Applicants for a PPL(A) shall have completed at least 45 hours of flight instruction in aeroplanes, 5 of which may have been completed in an FSTD.	
2.3.3.1.1.1	2.3.3.1.1.1 When the applicant has flight time as a pilot of aircraft in other categories, the Licensing Authority shall determine whether such experience is	Reg. (EU) 1178/2011, Annex I, Part-FCL,	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	acceptable and, if so, the extent to which the flight time requirements of 2.3.3.1.1 can be reduced accordingly.	FCL.210.A under (d)								
2.3.3.1.2	2.3.3.1.2 The applicant shall have completed in aeroplanes not less than 10 hours of solo flight time appropriate to the class rating sought, under the supervision of an authorized flight instructor, including 5 hours of solo cross-country flight time with at least one cross-country flight totalling not less than 270 km (150 NM) in the course of which full-stop landings at two different aerodromes shall be made.	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.210.A under (a)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.3.3.2	2.3.3.2 <i>Flight instruction</i>  The applicant shall have received dual instruction in aeroplanes appropriate to the class rating sought, from an authorized flight instructor. The instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the private pilot:  a) recognize and manage threats and errors;  <i>Note.— Guidance material on the application of threat and error management (TEM) is found in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868), Part II, Section I in</i>	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.210.A under (a)(1) and AMC1 FCL.210A Experience requirements and crediting	<input checked="" type="checkbox"/>	<input type="checkbox"/>		In the equivalent ICAO Annex 1 requirement for helicopter it is written that there is 25 hours dual instruction. Here at the aeroplane				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Sigini ficant Difference
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p><i>Chapter 6, and in the Human Factors Training Manual (Doc 9683).</i></p> <p>b) pre-flight operations, including mass and balance determination, aeroplane inspection and servicing;</p> <p>c) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;</p> <p>d) control of the aeroplane by external visual reference;</p> <p>e) flight at critically slow airspeeds; recognition of, and recovery from, incipient and full stalls;</p> <p>f) flight at critically high airspeeds; recognition of, and recovery from, spiral dives;</p> <p>g) normal and crosswind take-offs and landings;</p> <p>h) maximum performance (short field and obstacle clearance) take-offs; short-field landings;</p> <p>i) flight by reference solely to instruments, including the completion of a level 180° turn;</p>								es, there is not an amount of hours
--	---	--	--	--	--	--	--	--	-------------------------------------

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>j) cross-country flying using visual reference, dead reckoning and, where available, radio navigation aids;</p> <p>k) emergency operations, including simulated aeroplane equipment malfunctions;</p> <p>l) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures; and</p> <p>m) communication procedures and phraseology.</p> <p><i>Note.— The instrument experience specified in 2.3.3.2 i) and the night flying dual instruction in 2.3.2.2 do not entitle the holder of a private pilot licence to pilot aeroplanes under IFR.</i></p>								
2.3.4.1.1	<p>2.3.4 Specific requirements for the issue of the helicopter category rating</p> <p>2.3.4.1 <i>Experience</i></p> <p>2.3.4.1.1 The applicant shall have completed not less than 40 hours of flight time, or 35 hours if completed during a course of approved training, as a pilot of helicopters. The Licensing Authority shall determine</p>	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.210.H under (a)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Reg. (EU) 1178/2011, states that applicants for a PPL(H) shall have completed at least 45 hours of flight instruction

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	whether experience as a pilot under instruction in an FSTD is acceptable as part of the total flight time of 40 hours or 35 hours, as the case may be. Credit for such experience shall be limited to a maximum of 5 hours.								on helicopters, 5 of which may have been completed in an FNPT or FFS.	
2.3.4.1.1.1	2.3.4.1.1.1 When the applicant has flight time as a pilot of aircraft in other categories, the Licensing Authority shall determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of 2.3.4.1.1 can be reduced accordingly.	Reg. (EU) 1178/2011, Annex I, Part-FCL,, FCL.210.H under (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.3.4.1.2	2.3.4.1.2 The applicant shall have completed in helicopters not less than 10 hours of solo flight time under the supervision of an authorized flight instructor, including 5 hours of solo cross-country flight time with at least one cross-country flight totalling not less than 180 km (100 NM) in the course of which landings at two different points shall be made.	Reg. (EU) 1178/2011, Annex I, Part-FCL,, FCL.210.H under (a)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		In Reg. (EU) 1178/2011, Annex I, Part-FCL, the cross-country flight at least 185 km (100				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179  PERSONNEL LICENSING -  Annex Standard or Recommended Practice	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
			No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

										NM). In ICAO Annex 1 as well 100 NM but this is 180 km.
2.3.4.2.1	<p>2.3.4.2 <i>Flight instruction</i></p> <p>2.3.4.2.1 The applicant shall have received not less than 20 hours of dual instruction time in helicopters from an authorized flight instructor. The instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the private pilot:</p> <p>a) recognize and manage threats and errors;</p> <p><i>Note.— Guidance material on the application of threat and error management (TEM) is found in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868), Part II, Section I in Chapter 6, and in the Human Factors Training Manual (Doc 9683).</i></p> <p>b) pre-flight operations, including mass and balance determination, helicopter inspection and servicing;</p>	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.210.H under (a)(1) and AMC1 FCL.210.H Experience requirements and crediting	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The total dual flight instruction in ICAO Annex 1 is 20 hours and in Reg. (EU) 1178/2011, Annex I, Part-FCL 25 hours. See general difference in 2.3.4.1.1.	In the equivalent ICAO Annex 1 requirement for aeroplanes, there is not an amount of hours. Here it is written 20 hours and in Reg. (EU) 1178/2011, Annex I, Part-

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>c) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;</p> <p>d) control of the helicopter by external visual reference;</p> <p>e) recovery at the incipient stage from settling with power; recovery techniques from low-rotor rpm within the normal range of engine rpm;</p> <p>f) ground manoeuvring and run-ups; hovering; take-offs and landings — normal, out of wind and sloping ground;</p> <p>g) take-offs and landings with minimum necessary power; maximum performance take-off and landing techniques; restricted site operations; quick stops;</p> <p>h) cross-country flying using visual reference, dead reckoning and, where available, radio navigation aids, including a flight of at least one hour;</p> <p>i) emergency operations, including simulated helicopter equipment malfunctions; autorotative approach;</p> <p>j) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures; and</p>								FCL 25 hours
--	--	--	--	--	--	--	--	--	--------------

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	k) communication procedures and phraseology.									
2.3.4.2.1.1	<p>2.3.4.2.1.1 <b>Recommendation.</b>— <i>The applicant should have received dual instrument flight instruction from an authorized flight instructor. The instructor should ensure that the applicant has operational experience in flight by reference solely to instruments, including the completion of a level 180° turn, in a suitably instrumented helicopter.</i></p> <p><i>Note.</i>— <i>The instrument experience specified in 2.3.4.2.1.1 and the night flying dual instruction in 2.3.2.2 do not entitle the holder of a private pilot licence to pilot helicopters under IFR.</i></p>	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.210.H and AMC1 FCL.210.H Experience requirements and crediting, under (c)(xii).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
2.3.5.1.1	<p>2.3.5 Specific requirements for the issue of the powered-lift category rating</p> <p>2.3.5.1 <i>Experience</i></p> <p>2.3.5.1.1 <b>Recommendation.</b>— <i>The applicant should have completed not less than 40 hours of flight time as a pilot of powered-lifts. The Licensing Authority should determine whether experience as a pilot under</i></p>	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.720.PL	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Reg. (EU) 1178/2011, Annex I, Part-FCL, requires to have a CPL(A) or (H) Part-FCL license, and due to which of these 2 a	

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<i>instruction in an FSTD is acceptable as part of the total flight time of 40 hours.</i>									pilot has - requirements are listed in provision FCL.720.PL	
2.3.5.1.2	<b>2.3.5.1.2 Recommendation.</b> — <i>When the applicant has flight time as a pilot of aircraft in other categories, the Licensing Authority should determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of 2.3.5.1.1 could be reduced accordingly.</i>	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.720.PL	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Reg. (EU) 1178/2011, Annex I, Part-FCL, requires to have a CPL(A) or (H) Part-FCL license, and due to which of these 2 a pilot has - requirements are listed in provision FCL.720.PL					
2.3.5.1.3	<b>2.3.5.1.3 Recommendation.</b> — <i>The applicant should have completed in powered-lifts not less than 10 hours of solo flight time under the supervision of an authorized flight instructor, including 5 hours of solo</i>	Reg. (EU) 1178/2011, Annex I, Part-FCL,	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Reg. (EU) 1178/2011, Annex I, Part-FCL,					

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<i>cross-country flight time with at least one cross-country flight totalling not less than 270 km (150 NM) in the course of which full-stop landings at two different aerodromes shall be made.</i>	FCL.720.PL							requires to have a CPL(A) or (H) Part-FCL license, and due to which of these 2 a pilot has - requirements are listed in provision FCL.720.P L	
2.3.5.2	<p>2.3.5.2 <i>Flight instruction</i></p> <p><b>Recommendation.</b>— <i>The applicant should have received not less than 20 hours of dual instruction time in powered-lifts from an authorized flight instructor. The instructor should ensure that the applicant has operational experience in at least the following areas to the level of performance required for the private pilot:</i></p> <p>a) <i>recognize and manage threats and errors;</i></p> <p><i>Note.</i>— <i>Guidance material on the application of threat and error management (TEM) is found in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868), Part II, Section I in</i></p>	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.720.PL	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Reg. (EU) 1178/2011, Annex I, Part-FCL, requires to have a CPL(A) or (H) Part-FCL license, and due to which of these 2 a pilot has - requirements are listed	

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p><i>Chapter 6, and in the Human Factors Training Manual (Doc 9683).</i></p> <p><i>b) pre-flight operations, including mass and balance determination, powered-lift inspection and servicing;</i></p> <p><i>c) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;</i></p> <p><i>d) control of the powered-lift by external visual reference;</i></p> <p><i>e) ground manoeuvring and run-ups; hover and rolling take-offs and climb-out; hover and rolling approach and landings — normal, out of wind and sloping ground;</i></p> <p><i>f) take-offs and landings with minimum necessary power; maximum performance take-off and landing techniques; restricted site operations; quick stops;</i></p> <p><i>g) flight by reference solely to instruments, including the completion of a level 180° turn;</i></p> <p><i>h) recovery at the incipient stage from settling with power; recovery techniques from low-rotor rpm within the normal</i></p>							in provision FCL.720.P L	
--	---	--	--	--	--	--	--	--------------------------	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>i) <i>cross-country flying using visual reference, dead reckoning and, where available, radio navigation aids, including a flight of at least one hour;</i></p> <p>j) <i>emergency operations, including simulated powered-lift equipment malfunctions; power of reversion to autorotation and autorotative approach, where applicable; transmission and interconnect driveshaft failure, where applicable;</i></p> <p>k) <i>operations to from and transiting controlled aerodromes, compliance with air traffic services procedures; and</i></p> <p>l) <i>communication procedures and phraseology.</i></p> <p><i>Note.— The instrument experience specified in 2.3.5.2 g) and the night flying dual instruction specified in 2.3.2.2 do not entitle the holder of a private pilot licence to pilot powered-lifts under IFR.</i></p>									
2.3.6.1	<p>2.3.6 Specific requirements for the issue of the airship category rating</p> <p>2.3.6.1 <i>Experience</i></p>	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.210.As under (a)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The total flight time in ICAO Annex 1 is 25 hours and in Reg. (EU) 1178/2011,	The provisions for airships follow closely the requirements

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>The applicant shall have completed not less than 25 hours of flight time as a pilot of airships, including at least:</p> <p>a) 3 hours of cross-country flight training in an airship with a cross-country flight totalling not less than 45 km (25 NM);</p> <p>b) 5 take-offs and 5 landings to a full stop at an aerodrome with each landing involving a flight in the traffic pattern at an aerodrome;</p> <p>c) 3 hours of instrument time; and</p> <p>d) 5 hours as pilot assuming the duties of the pilot-in-command under the supervision of the pilot-in-command.</p>							Annex I, Part-FCL, 35 hours.	ments of JAR-FCL, with the necessary adaptations to take into account the various categories of aircraft. ICAO Annex 1 contains standards for both the PPL and CPL for airships, but the Annex only applies to those with a cubic capacity in
--	--	--	--	--	--	--	--	------------------------------	---

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

									<p>excess of 4,600 m<sup>3</sup>. Due to the fact that airships of this size are invariably used for commercial operations and due to the cost and operational procedures of such aircraft, the FCL.001 experts discussed whether a PPL</p>
--	--	--	--	--	--	--	--	--	---

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

									for these airships was adequate. In the event, it was decided that, as ICAO standards were in place, the implementing rules should include the PPL. However, it was considered adequate to use this licence also for gas airships with a maximum
--	--	--	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

									<p>m certificated take-off mass below 4,600 m<sup>3</sup>. The crediting of hot air airship licence holders is not specifically mentioned in the ICAO requirements, but due to the required amount of 35 hours flight time in airships for the PPL(As), the hot</p>
--	--	--	--	--	--	--	--	--	---

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Sigini ficant Difference			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

										air airship licence holder has to have completed an additional 30 hours of flight time in gas airships, which is still more than the 25 hours required by the ICAO standards.
2.3.6.2	2.3.6.2 <i>Flight instruction</i>  The applicant shall have received dual instruction in airships from an authorized flight instructor. The instructor shall ensure that the applicant has received instruction in at least the following areas:	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.210.As under (a)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>a) recognize and manage threats and errors;</p> <p style="text-align: center;"><i>Note.— Guidance material on the application of threat and error management (TEM) is found in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868), Part II, Section I in Chapter 6, and in the Human Factors Training Manual (Doc 9683).</i></p> <p>b) pre-flight operations, including mass and balance determination, airship inspection and servicing;</p> <p>c) ground reference manoeuvres;</p> <p>d) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;</p> <p>e) techniques and procedures for the take-off, including appropriate limitations, emergency procedures and signals used;</p> <p>f) control of the airship by external visual reference;</p> <p>g) take-offs, landings and go-arounds;</p> <p>h) maximum performance (obstacle clearance) take-offs;</p>	and AMC1 FCL.210.As Experience requirements and crediting.							
--	--	--	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>i) flight by reference solely to instruments, including the completion of a level 180° turn;</p> <p>j) navigation, cross-country flying using visual reference, dead reckoning and radio navigation aids;</p> <p>k) emergency operations (recognition of leaks), including simulated airship equipment malfunctions; and</p> <p>l) communication procedures and phraseology.</p> <p><i>Note.— The instrument experience specified in 2.3.6.2 i) and the night flying dual instruction specified in 2.3.2.2 do not entitle the holder of a private pilot licence to pilot airships under IFR.</i></p>									
2.4.1.1	<p>2.4 Commercial pilot licence</p> <p>2.4.1 General requirements for the issue of the licence appropriate to the aeroplane, airship, helicopter and powered-lift categories</p> <p>2.4.1.1 Age</p>	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.300	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
			No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	The applicant shall be not less than 18 years of age.									
2.4.1.2	<p>2.4.1.2 <i>Knowledge</i></p> <p>The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a commercial pilot licence and appropriate to the category of aircraft intended to be included in the licence, in at least the following subjects:</p> <p><i>Air law</i></p> <p>a) rules and regulations relevant to the holder of a commercial pilot licence; rules of the air; appropriate air traffic services practices and procedures;</p> <p><i>Aircraft general knowledge for aeroplanes, airships, helicopters and powered-lifts</i></p> <p>b) principles of operation and functioning of engines, systems and instruments;</p> <p>c) operating limitations of the relevant category of aircraft and engines; relevant operational information from the flight manual or other appropriate document;</p> <p>d) use and serviceability checks of equipment and systems of appropriate aircraft;</p>	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.310 CPL Theoretical knowledge examinations and AMC1 and AMC1 FCL.310; FCL.515(b); FCL.615(b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>e) maintenance procedures for airframes, systems and engines of appropriate aircraft;</p> <p>f) for helicopters and powered-lifts, transmission (power trains) where applicable;</p> <p>g) for airships, physical properties and practical application of gases;</p> <p><i>Flight performance, planning and loading</i></p> <p>h) effects of loading and mass distribution on aircraft handling, flight characteristics and performance; mass and balance calculations;</p> <p>i) use and practical application of take-off, landing and other performance data;</p> <p>j) pre-flight and en-route flight planning appropriate to commercial operations under VFR; preparation and filing of air traffic services flight plans; appropriate air traffic services procedures; altimeter setting procedures;</p> <p>k) in the case of airships, helicopters and powered-lifts, effects of external loading on handling;</p> <p><i>Human performance</i></p> <p>l) human performance including principles of TEM;</p>								
--	---	--	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p style="text-align: center;"><i>Note.— Guidance material to design training programmes on human performance, including TEM, can be found in the Human Factors Training Manual (Doc 9683).</i></p> <p><i>Meteorology</i></p> <p>m) interpretation and application of aeronautical meteorological reports, charts and forecasts; use of, and procedures for obtaining, meteorological information, pre-flight and in-flight; altimetry;</p> <p>n) aeronautical meteorology; climatology of relevant areas in respect of the elements having an effect upon aviation; the movement of pressure systems, the structure of fronts, and the origin and characteristics of significant weather phenomena which affect take-off, en-route and landing conditions;</p> <p>o) causes, recognition and effects of icing; frontal zone penetration procedures; hazardous weather avoidance;</p> <p><i>Navigation</i></p> <p>p) air navigation, including the use of aeronautical charts, instruments and navigation aids; an understanding of the principles and characteristics of appropriate navigation systems; operation of airborne equipment;</p> <p>q) in the case of airships:</p>								
--	---	--	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>i) use, limitation and serviceability of avionics and instruments necessary for control and navigation;</p> <p>ii) use, accuracy and reliability of navigation systems used in departure, en-route, approach and landing phases of flight, identification of radio navigation aids;</p> <p>iii) principles and characteristics of self-contained and external referenced navigation systems, operation of airborne equipment;</p> <p><i>Operational procedures</i></p> <p>r) application of TEM to operational performance;</p> <p><i>Note.— Guidance material on the application of threat and error management (TEM) is found in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868), Part II, Section I in Chapter 6, and in the Human Factors Training Manual (Doc 9683).</i></p> <p>s) use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;</p> <p>t) altimeter setting procedures;</p> <p>u) appropriate precautionary and emergency procedures;</p>								
--	---	--	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>v) operational procedures for carriage of freight; potential hazards associated with dangerous goods;</p> <p>w) requirements and practices for safety briefing to passengers, including precautions to be observed when embarking and disembarking from aircraft;</p> <p>x) in the case of helicopters, and if applicable, powered-lifts, settling with power; ground resonance; retreating blade stall; dynamic rollover and other operating hazards; safety procedures, associated with flight in VMC;</p> <p><i>Principles of flight</i></p> <p>y) principles of flight;</p> <p><i>Radiotelephony</i></p> <p>z) communication procedures and phraseology as applied to VFR operations; action to be taken in case of communication failure.</p>									
2.4.1.3	<p>2.4.1.3 <i>Skill</i></p> <p>The applicant shall have demonstrated the ability to perform as pilot-in-command of an aircraft within the appropriate category of aircraft, the procedures and manoeuvres described in 2.4.3.2.1 or 2.4.4.2 or 2.4.5.2 or 2.4.6.2 with a degree of competency appropriate to the</p>	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.320 CPL Skill test and Appendix 4	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Sigini- ficant Differ- ence
				Level of implementation of SARPs						
				A) More Exactin- g or Exceed- s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>privileges granted to the holder of a commercial pilot licence, and to:</p> <p>a) recognize and manage threats and errors;</p> <p><i>Note.— Guidance material on the application of threat and error management (TEM) is found in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868), Part II, Section I in Chapter 6, and in the Human Factors Training Manual (Doc 9683).</i></p> <p>b) operate the aircraft within its limitations;</p> <p>c) complete all manoeuvres with smoothness and accuracy;</p> <p>d) exercise good judgement and airmanship;</p> <p>e) apply aeronautical knowledge; and</p> <p>f) maintain control of the aircraft at all times in a manner such that the successful outcome of a procedure or manoeuvre is assured.</p>	'Skill test for the issue of a CPL'								
2.4.1.4	2.4.1.4 <i>Medical fitness</i>	Reg. (EU) 1178/2011, Annex IV,	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	The applicant shall hold a current Class 1 Medical Assessment.	Part-MED, MED.A.030								
2.4.2.1	<p>2.4.2 Privileges of the holder of the licence and the conditions to be observed in exercising such privileges</p> <p>2.4.2.1 Subject to compliance with the requirements specified in 1.2.5, 1.2.6, 1.2.7.1, 1.2.9 and 2.1, the privileges of the holder of a commercial pilot licence shall be:</p> <p>a) to exercise all the privileges of the holder of a private pilot licence in an aircraft within the appropriate aircraft category;</p> <p>b) to act as pilot-in-command of an aircraft within the appropriate aircraft category engaged in operations other than commercial air transportation;</p> <p>c) to act as pilot-in-command, in commercial air transportation, of an aircraft within the appropriate aircraft category and certificated for single-pilot operation;</p> <p>d) to act as co-pilot of an aircraft within the appropriate aircraft category required to be operated with a co-pilot; and</p> <p>e) for the airship category, to pilot an airship under IFR.</p>	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.305 CPL Privileges and conditions.	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

2.4.2.2	<p>2.4.2.2 Before exercising the privileges at night, the licence holder shall have received dual instruction in aircraft within the appropriate category of aircraft in night flying, including take-off, landing and navigation.</p> <p><i>Note.— Certain privileges of the licence are curtailed by 2.1.10 for licence holders when they attain their 60th and 65th birthdays.</i></p>	Reg. (EU) 1178/2011, Annex I, Part-FCL1178/2011, Appendix 3 'Training courses for the issue of a CPL and an ATPL' under the different integrated and modular courses for CPL	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.4.3.1.1	<p>2.4.3 Specific requirements for the issue of the aeroplane category rating</p> <p>2.4.3.1 <i>Experience</i></p> <p>2.4.3.1.1 The applicant shall have completed not less than 200 hours of flight time, or 150 hours if completed during a course of approved training, as a pilot of aeroplanes. The Licensing Authority shall determine whether experience as a pilot under instruction in an FSTD is acceptable as part of the total flight time of 200</p>	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.315 CPL Training course and Appendix 3 'Training courses for the issue of a CPL and an ATPL' under E. CPL modular	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	hours or 150 hours, as the case may be. Credit for such experience shall be limited to a maximum of 20 hours.	course - Aeroplanes - EXPERIENCE, under 12.								
2.4.3.1.1.1	<p>2.4.3.1.1.1 The applicant shall have completed in aeroplanes not less than:</p> <p>a) 100 hours as pilot-in-command or, in the case of a course of approved training, 70 hours as pilot-in-command;</p> <p>b) 20 hours of cross-country flight time as pilot-in-command including a cross-country flight totalling not less than 540 km (300 NM) in the course of which full-stop landings at two different aerodromes shall be made;</p> <p>c) 10 hours of instrument instruction time of which not more than 5 hours may be instrument ground time; and</p> <p>d) if the privileges of the licence are to be exercised at night, 5 hours of night flight time including 5 take-offs and 5 landings as pilot-in-command.</p>	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.315 CPL Training course and Appendix 3 'Training courses for the issue of a CPL and an ATPL' under D. CPL integrated course - Aeroplanes - Flying training, under 12	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.4.3.1.2	2.4.3.1.2 When the applicant has flight time as a pilot of aircraft in other categories, the Licensing Authority shall determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of 2.4.3.1.1 can be reduced accordingly.	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.315 CPL	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

		Training course and Appendix 3 'Training courses for the issue of a CPL and an ATPL' under E. CPL modular course - Aeroplanes - EXPERIENC E, under 12.								
2.4.3.2.1	2.4.3.2 <i>Flight instruction</i>  2.4.3.2.1 The applicant shall have received dual instruction in aeroplanes appropriate to the class and/or type rating, sought from an authorized flight instructor. The instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the commercial pilot:  a) recognize and manage threats and errors;  <i>Note.— Guidance material on the application of threat and error management (TEM) is found in the Procedures for Air Navigation Services —</i>	Reg. (EU) 1178/2011, Annex I, Part-FCL, Appendix 4 'Skill test for the issue of a CPL under B.	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>Training (<i>PANS-TRG, Doc 9868</i>), <i>Part II, Section I in Chapter 6, and in the Human Factors Training Manual (Doc 9683)</i>.</p> <p>b) pre-flight operations, including mass and balance determination, aeroplane inspection and servicing;</p> <p>c) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;</p> <p>d) control of the aeroplane by external visual reference;</p> <p>e) flight at critically slow airspeeds; spin avoidance; recognition of, and recovery from, incipient and full stalls;</p> <p>f) flight with asymmetrical power for multi-engine class or type ratings;</p> <p>g) flight at critically high airspeeds; recognition of, and recovery from, spiral dives;</p> <p>h) normal and crosswind take-offs and landings;</p> <p>i) maximum performance (short field and obstacle clearance) take-offs; short-field landings;</p> <p>j) basic flight manoeuvres and recovery from unusual attitudes by reference solely to basic flight instruments;</p>								
--	---	--	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>k) cross-country flying using visual reference, dead reckoning and radio navigation aids; diversion procedures;</p> <p>l) abnormal and emergency procedures and manoeuvres including simulated aeroplane equipment malfunctions;</p> <p>m) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures; and</p> <p>n) communication procedures and phraseology.</p> <p><i>Note.— The instrument experience specified in 2.4.3.1.1.1 c) and 2.4.3.2.1 j) and the night flying experience and dual instruction specified in 2.4.3.1.1.1 d) and 2.4.2.2 do not entitle the holder of a commercial pilot licence to pilot aeroplanes under IFR.</i></p>									
2.4.3.2.2	<p>2.4.3.2.2 <b>Recommendation.</b>— <i>The applicant should have received, in actual flight, upset prevention and recovery training approved by the Licensing Authority.</i></p> <p><i>Note 1.— Procedures for upset prevention and recovery training in actual flight are contained in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868).</i></p>	Reg. (EU) 1178/2011, Annex I, Part-FCL, Subpart D, CPL Reg. (EU) 1178/2011	<input checked="" type="checkbox"/>	<input type="checkbox"/>		The implementation of the UPRT requirements were introduced by				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<i>Note 2.— Guidance on upset prevention and recovery training in actual flight is contained in the Manual on Aeroplane Upset Prevention and Recovery Training (Doc 10011).</i>									Regulation (EU) 2018/1974 (amending Regulation (EU) No 1178/2011).
2.4.4.1.1	<p>2.4.4 Specific requirements for the issue of the helicopter category rating</p> <p>2.4.4.1 <i>Experience</i></p> <p>2.4.4.1.1 The applicant shall have completed not less than 150 hours of flight time, or 100 hours if completed during a course of approved training, as a pilot of helicopters. The Licensing Authority shall determine whether experience as a pilot under instruction in an FSTD is acceptable as part of the total flight time of 150 hours or 100 hours, as the case may be. Credit for such experience shall be limited to a maximum of 10 hours.</p>	Reg. (EU) No 1178/2011), Annex I, Part-FCL, FCL.315 CPL Training course and Appendix 3 'Training courses for the issue of a CPL and an ATPL' to Part-FCL, under K. CPL modular course - Helicopters - EXPERIENCE, under	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The total flight time in ICAO Annex 1 is 150 hours and in Reg. (EU) No 1178/2011), Annex I, Part-FCL, 185 hours.	The amount of hours is taken over from the former JAR-FCL2 where the difference was already there.

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

		12								
2.4.4.1.1.1	2.4.4.1.1.1 The applicant shall have completed in helicopters not less than:  a) 35 hours as pilot-in-command; b) 10 hours of cross-country flight time as pilot-in-command including a cross-country flight in the course of which landings at two different points shall be made;  c) 10 hours of instrument instruction time of which not more than 5 hours may be instrument ground time; and  d) if the privileges of the licence are to be exercised at night, 5 hours of night flight time including 5 take-offs and 5 landing patterns as pilot-in-command.	Reg. (EU) No 1178/2011), Annex I, Part-FCL, FCL.315 CPL Training course and Appendix 3 'Training courses for the issue of a CPL and an ATPL' to Part-FCL, under J. CPL integrated course - Helicopters - Flying training, under 12	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The total flight time in ICAO Annex 1 is 150 hours and in Reg. (EU) No 1178/2011), Part-FCL, 185 hours.	The amount of hours is taken over from the former JAR-FCL2 where the difference was already there.
2.4.4.1.2	2.4.4.1.2 When the applicant has flight time as a pilot of aircraft in other categories, the Licensing Authority shall determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of 2.4.4.1.1 can be reduced accordingly.	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.315 CPL Training course and Appendix 3	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

		"Training courses for the issue of a CPL and an ATPL' to Part-FCL. under J. CPL integrated course - Helicopters - Flying training, under 12								
2.4.4.2	2.4.4.2 <i>Flight instruction</i>  The applicant shall have received dual instruction in helicopters from an authorized flight instructor. The instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the commercial pilot:  a) recognize and manage threats and errors;  <i>Note.— Guidance material on the application of threat and error management (TEM) is found in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868), Part II, Section I in Chapter 6, and in the Human Factors Training Manual (Doc 9683).</i>	Reg. (EU) 1178/2011, Annex I, Part-FCL, Subpart D, and Appendix 4 'Skill test for the issue of a CPL' to Part-FCL, under C	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Sigini ficant Difference
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>b) pre-flight operations, including mass and balance determination, helicopter inspection and servicing;</p> <p>c) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;</p> <p>d) control of the helicopter by external visual reference;</p> <p>e) recovery at the incipient stage from settling with power; recovery techniques from low-rotor rpm within the normal range of engine rpm;</p> <p>f) ground manoeuvring and run-ups; hovering; take-offs and landings — normal, out of wind and sloping ground; steep approaches;</p> <p>g) take-offs and landings with minimum necessary power; maximum performance take-off and landing techniques; restricted site operations; quick stops;</p> <p>h) hovering out of ground effect; operations with external load, if applicable; flight at high altitude;</p> <p>i) basic flight manoeuvres and recovery from unusual attitudes by reference solely to basic flight instruments;</p>							
--	--	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>j) cross-country flying using visual reference, dead reckoning and radio navigation aids; diversion procedures;</p> <p>k) abnormal and emergency procedures, including simulated helicopter equipment malfunctions, autorotative approach and landing;</p> <p>l) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures; and</p> <p>m) communication procedures and phraseology.</p> <p><i>Note.— The instrument experience specified in 2.4.4.1.1.1 c) and 2.4.4.2 i) and the night flying experience and dual instruction specified in 2.4.4.1.1.1 d) and 2.4.2.2 do not entitle the holder of a commercial pilot licence to pilot helicopters under IFR.</i></p>								
2.4.5.1.1	<p>2.4.5 Specific requirements for the issue of the powered-lift category rating</p> <p>2.4.5.1 <i>Experience</i></p> <p>2.4.5.1.1 <b>Recommendation.</b>— <i>The applicant should have completed not less than 200 hours of flight</i></p>	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.720.PL	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	It is required to have a CPL(A) or (H) Part-FCL license, and due to which of these 2 a

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<i>time in a powered-lift, or 150 hours if completed during a course of approved training, as a pilot of aircraft. The Licensing Authority should determine whether experience as a pilot under instruction in an FSTD is acceptable as part of the total flight time of 200 hours or 150 hours, as the case may be.</i>								pilot has - requirements are listed in Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.720.PL	
2.4.5.1.2	<p>2.4.5.1.2 <b>Recommendation.</b>— <i>The applicant should have completed in a powered-lift not less than:</i></p> <p>a) <i>50 hours as pilot-in-command;</i></p> <p>b) <i>10 hours of cross-country flying as pilot-in-command including a cross-country flight totalling not less than 540 km (300 NM) in the course of which full-stop landings at two different aerodromes should be made;</i></p> <p>c) <i>10 hours of instrument instruction of which not more than 5 hours may be instrument ground time; and</i></p> <p>d) <i>if the privileges of the licence are to be exercised at night, 5 hours of night flight time including 5 take-offs and landings as pilot-in-command.</i></p>	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.720.PL	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	It is required to have a CPL(A) or (H) Part-FCL license, and due to which of these 2 a pilot has - requirements are listed in Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.720.PL	

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

2.4.5.1.3	<p>2.4.5.1.3 <b>Recommendation.</b>— <i>When the applicant has flight time as a pilot of aircraft in other categories, the Licensing Authority should determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of 2.4.5.1.1 could be reduced accordingly.</i></p>	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.720.PL	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.4.5.2	<p>2.4.5.2 <i>Flight instruction</i></p> <p><b>Recommendation.</b>— <i>The applicant should have received dual instruction time in a powered-lift from an authorized flight instructor. The instructor should ensure that the applicant has operational experience in at least the following areas to the level of performance required for the commercial pilot:</i></p> <p>a) <i>recognize and manage threats and errors;</i></p> <p><i>Note.— Guidance material on the application of threat and error management (TEM) is found in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868), Part II, Section I in Chapter 6, and in the Human Factors Training Manual (Doc 9683).</i></p> <p>b) <i>pre-flight operations, including mass and balance determination, powered-lift inspection and servicing;</i></p>	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.720.PL	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p><i>c) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;</i></p> <p><i>d) control of the powered-lift by external visual reference;</i></p> <p><i>e) recovery at the incipient stage from settling with power; recovery techniques from low-rotor rpm within the normal range of engine rpm;</i></p> <p><i>f) ground manoeuvring and run-ups; hover and rolling take-offs and climb-out; hover and rolling approach and landings — normal, out of wind and sloping ground; steep approaches;</i></p> <p><i>g) take-offs and landings with minimum necessary power; maximum performance take-off and landing techniques; restricted site operations; quick stops;</i></p> <p><i>h) hovering out of ground effect; operations with external load, if applicable; flight at high altitude;</i></p> <p><i>i) basic flight manoeuvres and recovery from unusual attitudes by reference solely to basic flight instruments;</i></p> <p><i>j) cross-country flying using visual reference, dead reckoning and, where available,</i></p>							
--	--	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p><i>radio navigation aids, including a flight of at least one hour;</i></p> <p><i>k) emergency operations, including simulated powered-lift equipment malfunctions; power of reconversion to autorotation and autorotative approach, where applicable; transmission and interconnect driveshaft failure, where applicable;</i></p> <p><i>l) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures; and</i></p> <p><i>m) communication procedures and phraseology.</i></p> <p><i>Note.— The instrument experience specified in 2.4.5.1.2 c) and 2.4.5.2 i) and the night flying experience and dual instruction specified in 2.4.5.1.2 d) and 2.4.2.2 do not entitle the holder of a commercial pilot licence to pilot powered-lifts under IFR.</i></p>									
2.4.6.1.1	<p>2.4.6 Specific requirements for the issue of the airship category rating</p> <p>2.4.6.1 <i>Experience</i></p>	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.315 CPL Training course. More detailed	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The total flight time for experience in ICAO Annex 1 is 200 hours and in Reg.	Because the scope of Reg. (EU) 1178/2011, Annex I,

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	2.4.6.1.1 The applicant shall have completed not less than 200 hours of flight time as a pilot.	requirements are in Reg. (EU) 1178/2011, Annex I, Part-FCL, Appendix 3 'Training courses for the issue of a CPL and an ATPL' to Part-FCL, under N. CPL modular course - Airships - EXPERIENCE, under 10							(EU) 1178/2011, Annex I, Part-FCL 250 hours.	Part-FCL is wider than that of the JAR-FCL these requirements were not under JAR-FCL and thus new. All Member States should notify this difference.
2.4.6.1.1.1	2.4.6.1.1.1 The applicant shall have completed not less than:  a) 50 hours as a pilot of airships;  b) 30 hours in airships as pilot-in-command or pilot-in-command under supervision, to include not less than:	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.315 CPL Training course and Appendix 3	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Division of hours is different. In Reg. (EU) 1178/2011, Annex I, Part-FCL it	

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>— 10 hours of cross-country flight time; and</p> <p>— 10 hours of night flight;</p> <p>c) 40 hours of instrument time, of which 20 hours shall be in flight and 10 hours in flight in airships; and</p> <p>d) 20 hours of flight training in airships in the areas of operation listed in 2.4.6.2.</p>	"Training courses for the issue of a CPL and an ATPL' to Part-FCL, under M. CPL integrated course - Airships - Flying training, under 8.							is 5 hours cross-country flight time and 5 hours of night flight	
2.4.6.2	<p>2.4.6.2 <i>Flight instruction</i></p> <p>The applicant shall have received dual instruction in airships from an authorized flight instructor. The instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the commercial pilot:</p> <p>a) recognize and manage threats and errors;</p> <p><i>Note.— Guidance material on the application of threat and error management (TEM) is found in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868), Part II, Section I in</i></p>	Reg. (EU) 1178/2011, Annex I, Part-FCL, Subpart D, CPL and Appendix 4 'Skill test for the issue of a CPL' to Part-FCL, under D	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Sigini ficant Differ ence
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p><i>Chapter 6, and in the Human Factors Training Manual (Doc 9683).</i></p> <p>b) pre-flight operations, including mass and balance determination, airship inspection and servicing;</p> <p>c) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;</p> <p>d) techniques and procedures for the take-off, including appropriate limitations, emergency procedures and signals used;</p> <p>e) control of the airship by external visual reference;</p> <p>f) recognition of leaks;</p> <p>g) normal take-offs and landings;</p> <p>h) maximum performance (short field and obstacle clearance) take-offs; short-field landings;</p> <p>i) flight under IFR;</p> <p>j) cross-country flying using visual reference, dead reckoning and, where available, radio navigation aids;</p> <p>k) emergency operations, including simulated airship equipment malfunctions;</p>								
--	---	--	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>l) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures; and</p> <p>m) communication procedures and phraseology.</p>								
2.5.1.1	<p>2.5 Multi-crew pilot licence (MPL) appropriate to the aeroplane category</p> <p><i>Note.— The holder of a multi-crew pilot licence is authorized by 2.5.2.1 to act as co-pilot of an aeroplane required to be operated with a co-pilot. Such holder will be eligible to obtain an airline transport pilot licence appropriate to the aeroplane category, after fulfilling the requirements for that licence, to be restricted to multi-crew operations unless the requirements of 2.5.2.1 a), 2.5.2.2 and 2.5.2.3, as appropriate, are met (2.6.2.2 refers).</i></p> <p>2.5.1 General requirements for the issue of the licence</p> <p>2.5.1.1 Age</p> <p>The applicant shall be not less than 18 years of age.</p>	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.400 (A) MPL Minimum age	<input checked="" type="checkbox"/>	<input type="checkbox"/>					

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

2.5.1.2	<p>2.5.1.2 <i>Competencies</i></p> <p>The applicant shall satisfactorily demonstrate the competencies identified in an adapted competency model to perform as a co-pilot of a turbine-powered air transport aeroplane certificated for operation with a minimum crew of at least two pilots.</p> <p>The adapted competency model shall be approved by the Licensing Authority, using as a basis the ICAO aeroplane pilot competency framework contained in the <i>Procedures for Air Navigation Services — Training</i> (PANS-TRG, Doc 9868).</p> <p><i>Note 1.— Knowledge, skills and attitudes underpin these competencies as described in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868). The knowledge and skills described in 2.5.1.2.1 and 2.5.1.2.2 provide minimum requirements for the issuance of the multi-crew pilot licence.</i></p> <p><i>Note 2.— The competencies of the approved adapted competency model provide individual and team countermeasures for the application of threat and error management. Guidance on threat and error management is contained in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868).</i></p>		<input checked="" type="checkbox"/>	<input type="checkbox"/>		See remark under 1.1.2				
---------	--	--	-------------------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--	------------------------

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Sigini ficant Difference			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

2.5.1.2.1.1	2.5.1.2.1 <i>Knowledge</i>  2.5.1.2.1.1 The applicant shall at least have met the requirements specified in 2.6.1.2 for the airline transport pilot licence appropriate to the aeroplane category in an approved training course as well as the additional requirements underpinning the approved adapted competency model.	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.410(A) Training courses and theoretical knowledge examination and Appendix 5 to Part-FCL 'Integrated MPL training course'	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.5.1.2.1.2	2.5.1.2.1.2 Training in the underpinning knowledge requirements shall be fully integrated with the training of the underpinning skill requirements.	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.410(A) Training courses and theoretical knowledge examination and Appendix 5 to Part-FCL 'Integrated MPL training course'	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

2.5.1.2.2	2.5.1.2.2 <i>Skills</i>  The applicant shall have demonstrated the underpinning skills required for the competencies of the approved adapted competency model as pilot flying and pilot monitoring, to the level required to perform as a co-pilot of turbine-powered aeroplanes certificated for operation with a minimum crew of at least two pilots under VFR and IFR:	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.415(A) MPL Practical skill and Appendix 5 to Part-FCL 'Integrated MPL training course'	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.5.1.2.3	2.5.1.2.3 <b>Recommendation.</b> — <i>The competency standards to be achieved and the associated performance criteria for the multi-crew pilot licence applicant should be publicly available.</i>		<input checked="" type="checkbox"/>	<input type="checkbox"/>		See remark under 1.1.2				
2.5.1.3	2.5.1.3 <i>Medical fitness</i>  The applicant shall hold a current Class 1 medical assessment.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.A.030	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.5.2.1	2.5.2 Privileges of the holder of the licence and the conditions to be observed in exercising such privileges	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.405(A) Privileges	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>2.5.2.1 Subject to compliance with the requirements specified in 1.2.5, 1.2.6, 1.2.7.1, 1.2.9 and 2.1, the privileges of the holder of a multi-crew pilot licence shall be:</p> <p>a) to exercise all the privileges of the holder of a private pilot licence in the aeroplane category provided the requirements of paragraph 2.3.3 have been met;</p> <p>b) to exercise the privileges of the instrument rating in a multi-crew operation; and</p> <p>c) to act as co-pilot of an aeroplane required to be operated with a co-pilot.</p>									
2.5.2.2	<p>2.5.2.2 Before exercising the privileges of the instrument rating in a single-pilot operation in aeroplanes, the licence holder shall have demonstrated an ability to act as pilot-in-command in a single-pilot operation exercised by reference solely to instruments and shall have met the skill requirement specified in 2.7.1.2 appropriate to the aeroplane category.</p>	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.405(A) Privileges, under (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.5.2.3	<p>2.5.2.3 Before exercising the privileges of a commercial pilot licence in a single-pilot operation in aeroplanes, the licence holder shall have:</p> <p>a) completed in aeroplanes 70 hours, either as pilot-in-command, or made up of not less than</p>	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.405(A) Privileges,	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>10 hours as pilot-in-command and the necessary additional flight time as pilot-in-command under supervision;</p> <p>b) completed 20 hours of cross-country flight time as pilot-in-command, or made up of not less than 10 hours as pilot-in-command and 10 hours as pilot-in-command under supervision, including a cross-country flight totalling not less than 540 km (300 NM) in the course of which full-stop landings at two different aerodromes shall be made; and</p> <p>c) met the requirements for the commercial pilot licence specified in 2.4.1.2, 2.4.1.3, 2.4.3.1.1 (with the exception of 2.4.3.1.1.1 a) and 2.4.3.2 appropriate to the aeroplane category.</p> <p><i>Note 1.— When a Contracting State grants single-pilot operation privileges to the holder of a multi-crew pilot licence, it can document the privileges through an endorsement of the multi-crew pilot licence or through the issuance of a commercial pilot licence in the aeroplane category.</i></p> <p><i>Note 2.— Certain privileges of the licence are curtailed by 2.1.10 for licence holders when they attain their 65th birthday.</i></p>	under (b)(1) (Here is the reference to FCL.325.A).								
2.5.3.1	2.5.3 Experience	Reg. (EU) 1178/2011, Annex I, Part-	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Sigini- ficant Differ- ence			
				Level of implementation of SARPs						
				A) More Exactin- g or Exceed- s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	2.5.3.1 The applicant shall have completed an approved training course not less than 240 hours which includes actual and simulated flight as pilot flying and pilot monitoring.	FCL, Subpart E, MPL and Appendix 5 to Part-FCL 'Integrated MPL training course' under 'FLYING TRAINING' number 8								
2.5.3.2	<p>2.5.3.2 Flight experience in actual flight shall include at least the experience requirements at 2.3.3.1, upset prevention and recovery training, night flying and flight by reference solely to instruments.</p> <p><i>Note 1.— Procedures for upset prevention and recovery training in actual flight are contained in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868).</i></p> <p><i>Note 2.— Guidance on upset prevention and recovery training in actual flight is contained in the Manual on Aeroplane Upset Prevention and Recovery Training (Doc 10011).</i></p>	Reg. (EU) 1178/2011, Annex I, Part-FCL, Part-FCL, Subpart E, MPL and Appendix 5 to Part-FCL 'Integrated MPL training course' under 'FLYING TRAINING' number 8, last sentence.	<input checked="" type="checkbox"/>	<input type="checkbox"/>		The implementation of the UPRT requirements were introduced by Regulation (EU) 2018/1974 (amending Regulation (EU) No 1178/2011).				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

2.5.3.3	2.5.3.3 In addition to meeting the provisions of 2.5.3.2, the applicant shall have gained, in a turbine-powered aeroplane certificated for operation with a minimum crew of at least two pilots, or in an FSTD approved for that purpose by the Licensing Authority in accordance with Appendix 3, paragraph 3, the experience necessary to achieve the final competency standard of the approved adapted competency model.	Reg. (EU) 1178/2011, Annex I, Part-FCL, Subpart E, MPL and Appendix 5 to Part-FCL 'Integrated MPL training course' under 'FLYING TRAINING' number 8, last sentence	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.5.4.1	2.5.4 Flight instruction  2.5.4.1 The applicant shall have completed a course of approved training covering the experience requirements specified in 2.5.3.	Reg. (EU) 1178/2011, Annex I, Part-FCL, Subpart E, MPL and Appendix 5 to Part-FCL 'Integrated MPL training course' under 'GENERAL' number 3	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

2.5.4.2	<p>2.5.4.2 The applicant shall have received dual flight instruction in order to achieve the final competency standard in all the competencies of the approved adapted competency model, for the issue of the multi-crew pilot licence.</p> <p><i>Note.— The competencies of the approved adapted competency model provide individual and team countermeasures for the application of threat and error management. Guidance on threat and error management is contained in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868).</i></p>	Reg. (EU) 1178/2011, Annex I, Part-FCL, Subpart E, MPL and Appendix 5 to Part-FCL 'Integrated MPL training course' under 'COMPETENCY UNITS' number 13.	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.6.1.1	<p>2.6 Airline transport pilot licence</p> <p>2.6.1 General requirements for the issue of the licence appropriate to the aeroplane, helicopter and powered-lift categories</p> <p>2.6.1.1 Age</p> <p>The applicant shall be not less than 21 years of age.</p>	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.500 ATPL Minimum age.	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Not applicable to powered-lift.				
2.6.1.2.1	2.6.1.2 Knowledge	Reg. (EU) 1178/2011,	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Not applicable				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>2.6.1.2.1 The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of an airline transport pilot licence and appropriate to the category of aircraft intended to be included in the licence, in at least the following subjects:</p> <p><i>Air law</i></p> <p>a) rules and regulations relevant to the holder of an airline transport pilot licence; rules of the air; appropriate air traffic services practices and procedures;</p> <p><i>Aircraft general knowledge for aeroplanes, helicopters and powered-lifts</i></p> <p>b) general characteristics and limitations of electrical, hydraulic, pressurization and other aircraft systems; flight control systems, including autopilot and stability augmentation;</p> <p>c) principles of operation, handling procedures and operating limitations of aircraft engines; effects of atmospheric conditions on engine performance; relevant operational information from the flight manual or other appropriate document;</p> <p>d) operating procedures and limitations of the relevant category of aircraft; effects of atmospheric conditions on aircraft performance in accordance with the relevant operational information from the flight manual;</p>	Annex I, Part-FCL, FCL.515 ATPL Training course and theoretical knowledge examinations and GM1 and AMC1 FCL.310; FCL.515(b); FCL.615(b); FCL.835(d)							le to powered - lift.
--	---	---	--	--	--	--	--	--	-----------------------

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>e) use and serviceability checks of equipment and systems of appropriate aircraft;</p> <p>f) flight instruments; compasses, turning and acceleration errors; gyroscopic instruments, operational limits and precession effects; practices and procedures in the event of malfunctions of various flight instruments and electronic display units;</p> <p>g) maintenance procedures for airframes, systems and engines of appropriate aircraft;</p> <p>h) for helicopters and powered-lifts, transmission (power trains) where applicable;</p> <p><i>Flight performance, planning and loading</i></p> <p>i) effects of loading and mass distribution on aircraft handling, flight characteristics and performance; mass and balance calculations;</p> <p>j) use and practical application of take-off, landing and other performance data, including procedures for cruise control;</p> <p>k) pre-flight and en-route operational flight planning; preparation and filing of air traffic services flight plans; appropriate air traffic services procedures; altimeter setting procedures;</p> <p>l) in the case of helicopters and powered-lifts, effects of external loading on handling;</p> <p><i>Human performance</i></p>								
--	---	--	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>m) human performance including principles of TEM;</p> <p style="text-align: center;"><i>Note.— Guidance material to design training programmes on human performance, including TEM, can be found in the Human Factors Training Manual (Doc 9683).</i></p> <p><i>Meteorology</i></p> <p>n) interpretation and application of aeronautical meteorological reports, charts and forecasts; codes and abbreviations; use of, and procedures for obtaining, meteorological information, pre-flight and in-flight; altimetry;</p> <p>o) aeronautical meteorology; climatology of relevant areas in respect of the elements having an effect upon aviation; the movement of pressure systems; the structure of fronts, and the origin and characteristics of significant weather phenomena which affect take-off, en-route and landing conditions;</p> <p>p) causes, recognition and effects of icing; frontal zone penetration procedures; hazardous weather avoidance;</p> <p>q) in the case of aeroplanes and powered-lifts, practical high altitude meteorology, including interpretation and use of weather reports, charts and forecasts; jetstreams;</p>								
--	--	--	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p><i>Navigation</i></p> <p>r) air navigation, including the use of aeronautical charts, radio navigation aids and area navigation systems; specific navigation requirements for long-range flights;</p> <p>s) use, limitation and serviceability of avionics and instruments necessary for the control and navigation of aircraft;</p> <p>t) use, accuracy and reliability of navigation systems used in departure, en-route, approach and landing phases of flight; identification of radio navigation aids;</p> <p>u) principles and characteristics of self-contained and external-referenced navigation systems; operation of airborne equipment;</p> <p><i>Operational procedures</i></p> <p>v) application of TEM to operational performance;</p> <p><i>Note.— Guidance material on the application of threat and error management (TEM) is found in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868), Part II, Section I in Chapter 6, and in the Human Factors Training Manual (Doc 9683).</i></p>								
--	---	--	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>w) interpretation and use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;</p> <p>x) precautionary and emergency procedures; safety practices;</p> <p>y) operational procedures for carriage of freight and dangerous goods;</p> <p>z) requirements and practices for safety briefing to passengers, including precautions to be observed when embarking and disembarking from aircraft;</p> <p>aa) in the case of helicopters, and if applicable, powered-lifts, settling with power; ground resonance; retreating blade stall; dynamic rollover and other operating hazards; safety procedures, associated with flight in VMC;</p> <p><i>Principles of flight</i></p> <p>bb) principles of flight;</p> <p><i>Radiotelephony</i></p> <p>cc) communication procedures and phraseology; action to be taken in case of communication failure.</p>								
--	---	--	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

2.6.1.2.2	2.6.1.2.2 In addition to the above subjects, the applicant for an airline transport pilot licence applicable to the aeroplane or powered-lift category shall have met the knowledge requirements for the instrument rating at 2.7.1.1.	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.515 ATPL Training course and theoretical knowledge examinations and GM1 and AMC1 FCL.310; FCL.515(b); FCL.615(b); FCL.835(d)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Not applicable to powered-lift.				
2.6.1.3.1	2.6.1.3 <i>Skill</i>  2.6.1.3.1 The applicant shall have demonstrated the ability to perform, as pilot-in-command of an aircraft within the appropriate category required to be operated with a co-pilot, the following procedures and manoeuvres:  a) pre-flight procedures, including the preparation of the operational flight plan and filing of the air traffic services flight plan;	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.520. A ATPL(A) Skill test. FCL.520. H ATPL(H) Skill test and AMC1 FCL.520.A; FCL.520.H.	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Not applicable to powered-lift.				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>b) normal flight procedures and manoeuvres during all phases of flight;</p> <p>c) abnormal and emergency procedures and manoeuvres related to failures and malfunctions of equipment, such as engine, systems and airframe;</p> <p>d) procedures for crew incapacitation and crew coordination, including allocation of pilot tasks, crew cooperation and use of checklists; and</p> <p>e) in the case of aeroplanes and powered-lifts, procedures and manoeuvres for instrument flight described in 2.7.4.1 a) to d), including simulated engine failure.</p>									
2.6.1.3.1.1	2.6.1.3.1.1 In the case of an aeroplane, the applicant shall have demonstrated the ability to perform the procedures and manoeuvres described in 2.6.1.3.1 as pilot-in-command of a multi-engined aeroplane.	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.520.A ATPL(A) Skill test	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.6.1.3.1.2	2.6.1.3.1.2 The applicant shall have demonstrated the ability to perform the procedures and manoeuvres described in 2.6.1.3 with a degree of competency appropriate to the privileges granted to the holder of an airline transport pilot licence, and to:	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.520. A ATPL(A) Skill test and	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Sigini- ficant Differ- ence
				Level of implementation of SARPs						
				A) More Exactin- g or Exceed- s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>a) recognize and manage threats and errors;</p> <p><i>Note.— Guidance material on the application of threat and error management (TEM) is found in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868), Part II, Section I in Chapter 6, and in the Human Factors Training Manual (Doc 9683).</i></p> <p>b) smoothly and accurately, manually control the aircraft within its limitations at all times, such that the successful outcome of a procedure or manoeuvre is assured;</p> <p>c) operate the aircraft in the mode of automation appropriate to the phase of flight and to maintain awareness of the active mode of automation;</p> <p>d) perform, in an accurate manner, normal, abnormal and emergency procedures in all phases of flight;</p> <p>e) exercise good judgement and airmanship, to include structured decision making and the maintenance of situational awareness; and</p> <p>f) communicate effectively with other flight crew members and demonstrate the ability to effectively perform procedures for crew incapacitation, crew coordination, including allocation of pilot tasks, crew cooperation, adherence to SOPs and use of checklists.</p>	Appendix 9 to Part-FCL, B. Specific requirement for the aeroplane category							
--	--	--	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

2.6.1.4	2.6.1.4 <i>Medical fitness</i>  The applicant shall hold a current Class 1 Medical Assessment.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.A.030	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.6.2.1	2.6.2 Privileges of the holder of the licence and the conditions to be observed in exercising such privileges  2.6.2.1 Subject to compliance with the requirements specified in 1.2.5, 1.2.6, 1.2.7.1, 1.2.9 and 2.1, the privileges of the holder of an airline transport pilot licence shall be:  a) to exercise all the privileges of the holder of a private and commercial pilot licence in an aircraft within the appropriate aircraft category and, in the case of a licence for the aeroplane and powered-lift categories, of the instrument rating; and  b) to act as pilot-in-command, in commercial air transportation, of an aircraft within the appropriate category and certificated for operation with more than one pilot.	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.525 ATPL Privileges	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.6.2.2	2.6.2.2 When the holder of an airline transport pilot licence in the aeroplane category has previously held	Reg. (EU) 1178/2011,	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>only a multi-crew pilot licence, the privileges of the licence shall be limited to multi-crew operations unless the holder has met the requirements established in 2.5.2.1 a), 2.5.2.2 and 2.5.2.3 as appropriate. Any limitation of privileges shall be endorsed on the licence.</p> <p><i>Note.— Certain privileges of the licence are curtailed by 2.1.10 for licence holders when they attain their 60th and 65th birthdays.</i></p>	Annex I, Part-FCL, FCL.505.A ATPL(A) Restriction of privileged for pilots previously holding an MPL								
2.6.3.1.1	<p>2.6.3 Specific requirements for the issue of the aeroplane category rating</p> <p>2.6.3.1 <i>Experience</i></p> <p>2.6.3.1.1 The applicant shall have completed not less than 1 500 hours of flight time as a pilot of aeroplanes. The Licensing Authority shall determine whether experience as a pilot under instruction in an FSTD is acceptable as part of the total flight time of 1 500 hours. Credit for such experience shall be limited to a maximum of 100 hours, of which not more than 25 hours shall have been acquired in a flight procedure trainer or a basic instrument flight trainer.</p>	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.510.A ATPL(A) Prerequisites, experience and crediting. In particular under (b) Experience, first and last sentence	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
2.6.3.1.1.1	2.6.3.1.1.1 The applicant shall have completed in aeroplanes not less than:	Reg. (EU) 1178/2011,	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Reg. (EU) 1178/2011,	This differen

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>a) 500 hours as pilot-in-command under supervision or 250 hours, either as pilot-in-command, or made up by not less than 70 hours as pilot-in-command and the necessary additional flight time as pilot-in-command under supervision;</p> <p>b) 200 hours of cross-country flight time, of which not less than 100 hours shall be as pilot-in-command or as pilot-in-command under supervision;</p> <p>c) 75 hours of instrument time, of which not more than 30 hours may be instrument ground time; and</p> <p>d) 100 hours of night flight as pilot-in-command or as co-pilot.</p>	Annex I, Part-FCL, FCL.510.A ATPL(A) Prerequisites, experience and crediting. In particular under (b)						Annex I, Part-FCL, Part-FCL requires in addition 500 hours in multi-pilot operations on aeroplanes.	ce was already part of JAR-FCL in JAR-FCL 1.280(a). Therefore, EASA supposes that all Member States have already declared this difference to ICAO. If that is not the case, then all EASA Member States should notify this
--	--	---	--	--	--	--	--	---	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

										difference.
2.6.3.1.2	<p>2.6.3.1.2 When the applicant has flight time as a pilot of aircraft in other categories, the Licensing Authority shall determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of 2.6.3.1.1 can be reduced accordingly.</p> <p><i>Note.— The extent to which flight time experience may be reduced by the Licensing Authority can be dependent on the applicant having demonstrated the final competency standard of an approved competency-based type rating training programme in the aeroplane category.</i></p>	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.510.A ATPL(A) Prerequisites, experience and crediting. In particular under (c) Crediting	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.6.3.2	<p>2.6.3.2 <i>Flight instruction</i></p> <p>The applicant shall have received the dual flight instruction required at 2.4.3.2 for the issue of the commercial pilot licence and at 2.7.4 for the issue of the instrument rating or at 2.5.4 for the issue of the multi-crew pilot licence.</p>	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.510.A ATPL(A) Prerequisites, experience and crediting, under (a) Prerequisites	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.6.4.1.1	2.6.4 Specific requirements for the issue of the helicopter category rating	Reg. (EU) 1178/2011,	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>2.6.4.1 <i>Experience</i></p> <p>2.6.4.1.1 The applicant shall have completed not less than 1 000 hours of flight time as a pilot of helicopters. The Licensing Authority shall determine whether experience as a pilot under instruction in an FSTD is acceptable as part of the total flight time of 1 000 hours. Credit for such experience shall be limited to a maximum of 100 hours, of which not more than 25 hours shall have been acquired in a flight procedure trainer or a basic instrument flight trainer.</p>	Annex I, Part-FCL, FCL.510.H ATPL(H) Prerequisites, experience and crediting. In particular under (b) first and last sentence								
2.6.4.1.1.1	<p>2.6.4.1.1.1 The applicant shall have completed in helicopters not less than:</p> <p>a) 250 hours, either as pilot-in-command, or made up of not less than 70 hours as pilot-in-command and the necessary additional flight time as pilot-in-command under supervision;</p> <p>b) 200 hours of cross-country flight time, of which not less than 100 hours shall be as pilot-in-command or as pilot-in-command under supervision;</p> <p>c) 30 hours of instrument time, of which not more than 10 hours may be instrument ground time; and</p>	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.510.H ATPL(H) Prerequisites, experience and crediting. In particular under (b)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Reg. (EU) 1178/2011, Annex I, Part-FCL, Part-FCL requires in addition 350 hours in multi-pilot helicopters	This difference was already part of former JAR-FCL in JAR-FCL 2.280. Therefore, EASA supposes that all

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	d) 50 hours of night flight as pilot-in-command or as co-pilot.									Member States have already declared this difference to ICAO. If that is not the case, then all EASA Member States should notify this difference.
2.6.4.1.2	<p>2.6.4.1.2 When the applicant has flight time as a pilot of aircraft in other categories, the Licensing Authority shall determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of 2.6.4.1.1 can be reduced accordingly.</p> <p><i>Note.— The extent to which flight time experience may be reduced by the Licensing Authority can be dependent on the applicant having demonstrated the final competency standard of an approved</i></p>	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.510.H ATPL(H) Prerequisites, experience and crediting, under	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<i>competency-based type rating training programme in the helicopter category.</i>	(c)								
2.6.4.2	<p>2.6.4.2 <i>Flight instruction</i></p> <p>The applicant shall have received the flight instruction required for the issue of the commercial pilot licence (2.4.4.2).</p> <p><i>Note.— The instrument time specified in 2.6.4.1.1.1 c) and the night flying time specified in 2.6.4.1.1.1 d) do not entitle the holder of the airline transport pilot licence — helicopter to pilot helicopters under IFR.</i></p>	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.510. H ATPL(H) Prerequisites, experience and crediting, under (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.6.5.1.1	<p>2.6.5 Specific requirements for the issue of the powered-lift category rating</p> <p>2.6.5.1 <i>Experience</i></p> <p>2.6.5.1.1 <b>Recommendation.</b>— <i>The applicant should have completed not less than 1 500 hours of flight time as a pilot of powered-lifts. The Licensing Authority should determine whether experience as a pilot under instruction in an FSTD is acceptable as part of the total flight time of 1 500 hours.</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		Not applicable. There is no ATPL for powered-lift in the EU rules.

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

2.6.5.1.2	<p>2.6.5.1.2 <b>Recommendation.</b>— <i>The applicant should have completed in powered-lifts not less than:</i></p> <p>a) 250 hours, either as pilot-in-command, or made up of not less than 70 hours as pilot-in-command and the necessary additional flight time as pilot-in-command under supervision;</p> <p>b) 100 hours of cross-country flight time, of which not less than 50 hours should be as pilot-in-command or as pilot-in-command under supervision;</p> <p>c) 75 hours of instrument time, of which not more than 30 hours may be instrument ground time; and</p> <p>d) 25 hours of night flight as pilot-in-command or as co-pilot.</p>		<input type="checkbox"/>	<input checked="" type="checkbox"/>		Not applicable. There is no ATPL for powered-lift in the EU rules.				
2.6.5.1.3	<p>2.6.5.1.3 <b>Recommendation.</b>— <i>When the applicant has flight time as a pilot of aircraft in other categories, the Licensing Authority should determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of 2.6.5.1.1 could be reduced accordingly.</i></p> <p><i>Note.— The extent to which flight time experience may be reduced by the Licensing Authority can be dependent on the applicant having demonstrated the final competency standard of an approved</i></p>		<input type="checkbox"/>	<input checked="" type="checkbox"/>		Not applicable. There is no ATPL for powered-lift in the EU rules.				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<i>competency-based type rating training programme in the powered-lift category.</i>									
2.6.5.2	2.6.5.2 <i>Flight instruction</i>  <b>Recommendation.</b> — <i>The applicant should have received the dual flight instruction required at 2.4.5.2 for the issue of the commercial pilot licence and at 2.7.4 for the issue of the instrument rating.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		Not applicable. There is no ATPL for powered-lift in the EU rules.
2.7.1.1	2.7 Instrument rating  2.7.1 Requirements for the issue of the rating for aeroplane, airship, helicopter and powered-lift categories  2.7.1.1 <i>Knowledge</i>  The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of an instrument rating, in at least the following subjects:	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.615 IR Theoretical knowledge and flight instruction and GM1 and AMC1 FCL.310; FCL.515(b); FCL.615(b); FCL.835(d)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p><i>Air law</i></p> <p>a) rules and regulations relevant to flight under IFR; related air traffic services practices and procedures;</p> <p><i>Aircraft general knowledge for the aircraft category being sought</i></p> <p>b) use, limitation and serviceability of avionics, electronic devices and instruments necessary for the control and navigation of aircraft under IFR and in instrument meteorological conditions; use and limitations of automation;</p> <p>c) compasses, turning and acceleration errors; gyroscopic instruments, operational limits and precession effects; practices and procedures in the event of malfunctions of various flight instruments;</p> <p><i>Flight performance and planning for the aircraft category being sought</i></p> <p>d) pre-flight preparations and checks appropriate to flight under IFR;</p> <p>e) operational flight planning; preparation and filing of air traffic services flight plans under IFR; altimeter setting procedures;</p> <p><i>Human performance for the aircraft category being sought</i></p>								
--	--	--	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>f) human performance relevant to instrument flight in aircraft including principles of TEM;</p> <p style="text-align: center;"><i>Note.— Guidance material to design training programmes on human performance, including TEM, can be found in the Human Factors Training Manual (Doc 9683).</i></p> <p><i>Meteorology for the aircraft category being sought</i></p> <p>g) application of aeronautical meteorology; interpretation and use of reports, charts and forecasts; codes and abbreviations; use of, and procedures for obtaining, meteorological information; altimetry;</p> <p>h) causes, recognition and effects of icing; frontal zone penetration procedures; hazardous weather avoidance;</p> <p>i) in the case of helicopters and powered-lifts, effects of rotor icing;</p> <p><i>Navigation for the aircraft category being sought</i></p> <p>j) practical air navigation using navigation systems;</p> <p>k) use, accuracy and reliability of navigation systems used in departure, en-route, approach and landing phases of flight; identification of navigation sources;</p>								
--	--	--	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Sigini- ficant Differ- ence
				Level of implementation of SARPs						
				A) More Exactin- g or Exceed- s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p><i>Operational procedures for the aircraft category being sought</i></p> <p>l) application of TEM to operational performance;</p> <p>m) interpretation and use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations, and instrument procedure charts for departure, en-route, descent and approach;</p> <p>n) precautionary and emergency procedures; safety practices associated with flight under IFR; obstacle clearance criteria;</p> <p><i>Note.— Information for pilots and flight operations personnel on flight procedure parameters and operational procedures is contained in the Procedures for Air Navigation Services (PANS-OPS, Doc 8168), Volume I — Flight Procedures. Procedures used in certain States may differ from PANS-OPS, and knowledge of these differences is important for safety reasons.</i></p> <p><i>Radiotelephony</i></p> <p>o) communication procedures and phraseology as applied to aircraft operations under IFR; action to be taken in case of communication failure.</p>								
--	---	--	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Sigini- ficant Differ- ence			
				Level of implementation of SARPs						
				A) More Exactin- g or Exceed- s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

2.7.1.2.1	<p>2.7.1.2 <i>Skill</i></p> <p>2.7.1.2.1 The applicant shall have demonstrated in an aircraft of the category for which the instrument rating is being sought the ability to perform the procedures and manoeuvres described in 2.7.4.1 with a degree of competency appropriate to the privileges granted to the holder of an instrument rating, and to:</p> <p>a) recognize and manage threats and errors;</p> <p><i>Note.— Guidance material on the application of threat and error management (TEM) is found in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868), Part II, Section I in Chapter 6, and in the Human Factors Training Manual (Doc 9683).</i></p> <p>b) operate the aircraft for the category being sought, within its limitations;</p> <p>c) complete all manoeuvres with smoothness and accuracy;</p> <p>d) exercise good judgement and airmanship;</p> <p>e) apply aeronautical knowledge; and</p>	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.620 IR Skill test and Appendix 7 to Part-FCL 'IR skill test'	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
-----------	--	--	-------------------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	f) maintain control of the aircraft at all times in a manner such that the successful outcome of a procedure or manoeuvre is assured.									
2.7.1.2.1.1	2.7.1.2.1.1 The applicant shall have demonstrated the ability to operate multi-engined aircraft within the appropriate category by reference solely to instruments with one engine inoperative, or simulated inoperative, if the privileges of the instrument rating are to be exercised on such aircraft.  <i>Note.— See 2.1.6 on the use of FSTDs for demonstrations of skill.</i>	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.620 IR Skill test and Appendix 7 to Part-FCL 'IR skill test'	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.7.1.3.1	2.7.1.3 <i>Medical fitness</i>  2.7.1.3.1 Applicants who hold a private pilot licence shall have established their hearing acuity on the basis of compliance with the hearing requirements for the issue of a Class 1 Medical Assessment.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.A.030	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.7.1.3.2	2.7.1.3.2 <b>Recommendation.</b> — <i>Contracting States should consider requiring the holder of a private pilot licence to comply with the physical and mental, and visual requirements for the issue of a Class 1 Medical Assessment.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		Not required under EU rules

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

2.7.2.1	<p>2.7.2 Privileges of the holder of the rating and the conditions to be observed in exercising such privileges</p> <p>2.7.2.1 Subject to compliance with the requirements specified in 1.2.5, 1.2.6 and 2.1, the privileges of the holder of an instrument rating with a specific aircraft category shall be to pilot that category of aircraft under IFR.</p>	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.605 IR Privileges	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.7.2.2	<p>2.7.2.2 Before exercising the privileges on multi-engined aircraft, the holder of the rating shall have complied with the requirements of 2.7.1.2.1.1.</p> <p><i>Note.— Pilots may exercise joint category privileges of the instrument rating on more than one category of aircraft if they have completed the requirements in each category.</i></p>	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.605 IR Privileges	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.7.3.1	<p>2.7.3 Experience</p> <p>2.7.3.1 The applicant shall hold a pilot licence for the aircraft category being sought.</p>	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.610 IR Prerequisites and crediting, under (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

2.7.3.2	<p>2.7.3.2 The applicant shall have completed not less than:</p> <p>a) 50 hours of cross-country flight time as pilot-in-command of aircraft in categories acceptable to the Licensing Authority, of which not less than 10 hours shall be in the aircraft category being sought; and</p> <p>b) 40 hours of instrument time in aircraft of which not more than 20 hours, or 30 hours where a flight simulator is used, may be instrument ground time. The ground time shall be under the supervision of an authorized instructor.</p>	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.610 IR Prerequisites and crediting, under (b) The 40 hours of instrument under (b) can be found in the different integrated courses in Reg. (EU) 1178/2011, Annex I, Part-FCL, Appendix 3 "Training courses for the issue of a CPL and an ATPL.	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.7.4.1	<p>2.7.4 Flight instruction</p> <p>2.7.4.1 The applicant shall have gained not less than 10 hours of the instrument flight time required in 2.7.3.2 b) while receiving dual instrument flight instruction in the aircraft category being sought, from an</p>	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.615 IR Theoretical knowledge	<input checked="" type="checkbox"/>	<input type="checkbox"/>		In Reg. (EU) 1178/2011, Annex I, Part-FCL,				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>authorized flight instructor. The instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the holder of an instrument rating:</p> <p>a) pre-flight procedures, including the use of the flight manual or equivalent document, and appropriate air traffic services documents in the preparation of an IFR flight plan;</p> <p>b) pre-flight inspection, use of checklists, taxiing and pre-take-off checks;</p> <p>c) procedures and manoeuvres for IFR operation under normal, abnormal and emergency conditions covering at least:</p> <ul style="list-style-type: none"> <li>— transition to instrument flight on take-off;</li> <li>— standard instrument departures and arrivals;</li> <li>— en-route IFR procedures;</li> <li>— holding procedures;</li> <li>— instrument approaches to specified minima;</li> <li>— missed approach procedures;</li> </ul>	and flight instruction							FCL.615 there is reference to Appendix 3 and Appendix 6 to Part-FCL where there are more requirements regarding this 2.7.4 Annex 1 ICAO requirement.
--	---	------------------------	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	— landings from instrument approaches;  d) in-flight manoeuvres and particular flight characteristics.									
2.7.4.2	2.7.4.2 If the privileges of the instrument rating are to be exercised on multi-engined aircraft, the applicant shall have received dual instrument flight instruction in a multi-engined aircraft within the appropriate category from an authorized flight instructor. The instructor shall ensure that the applicant has operational experience in the operation of the aircraft within the appropriate category by reference solely to instruments with one engine inoperative or simulated inoperative.	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.620 IR Skill test. Appendix 7 to Part-FCL 'IR skill test'	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.8.1.1	2.8 Flight instructor rating appropriate to aeroplanes, airships, helicopters and powered-lifts  2.8.1 Requirements for the issue of the rating  2.8.1.1 Knowledge	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.930 Training course and FCL.920 Instructor competencies and	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>The applicant shall have met the knowledge requirements for the issue of a commercial pilot licence as appropriate to the category of aircraft included in the licence. In addition, the applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a flight instructor rating, in at least the following areas:</p> <ul style="list-style-type: none"> <li>a) techniques of applied instruction;</li> <li>b) assessment of student performance in those subjects in which ground instruction is given;</li> <li>c) the learning process;</li> <li>d) elements of effective teaching;</li> <li>e) student evaluation and testing, training philosophies;</li> <li>f) training programme development;</li> <li>g) lesson planning;</li> <li>h) classroom instructional techniques;</li> <li>i) use of training aids, including FSTDs as appropriate;</li> <li>j) analysis and correction of student errors;</li> </ul>	assessment and AMC1 FCL.920.							
--	---	------------------------------	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>k) human performance relevant to flight instruction including principles of TEM;</p> <p style="text-align: center;"><i>Note.— Guidance material to design training programmes on human performance, including TEM, can be found in the Human Factors Training Manual (Doc 9683).</i></p> <p>l) hazards involved in simulating system failures and malfunctions in the aircraft.</p>									
2.8.1.2	<p>2.8.1.2 <i>Skill</i></p> <p>The applicant shall have demonstrated, in the category and class of aircraft for which flight instructor privileges are sought, the ability to instruct in those areas in which flight instruction is to be given, including pre-flight, post-flight and ground instruction as appropriate.</p>	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.935 Assessment of competence and AMC1 to AMC5 FCL.935	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.8.1.3	<p>2.8.1.3 <i>Experience</i></p> <p>The applicant shall have met the experience requirements for the issue of a commercial pilot licence as specified in 2.4.3.1, 2.4.4.1, 2.4.5.1 and 2.4.6.1 for each aircraft category, as appropriate.</p>	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.915 General prerequisites and	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

		requirements for instructors								
2.8.1.4	2.8.1.4 <i>Flight instruction</i>  The applicant shall, under the supervision of a flight instructor accepted by the Licensing Authority for that purpose:  a) have received instruction in flight instructional techniques including demonstration, student practices, recognition and correction of common student errors; and  b) have practised instructional techniques in those flight manoeuvres and procedures in which it is intended to provide flight instruction.	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.930 Training course	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.8.2.1	2.8.2 Privileges of the holder of the rating and the conditions to be observed in exercising such privileges  2.8.2.1 Subject to compliance with the requirements specified in 1.2.5 and 2.1, the privileges of the holder of a flight instructor rating shall be:  a) to supervise solo flights by student pilots; and	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.905.FI Privileges and conditions	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>b) to carry out flight instruction for the issue of a private pilot licence, a commercial pilot licence, an instrument rating, and a flight instructor rating provided that the flight instructor:</p> <p>1) holds at least the licence and rating for which instruction is being given, in the appropriate aircraft category;</p> <p>2) holds the licence and rating necessary to act as the pilot-in-command of the aircraft on which the instruction is given; and</p> <p>3) has the flight instructor privileges granted entered on the licence.</p>									
2.8.2.2	<p>2.8.2.2 The applicant, in order to carry out instruction for the multi-crew pilot licence, shall have also met all the instructor qualification requirements.</p> <p><i>Note.— Specific provisions for flight instructors carrying out instruction for the multi-crew pilot licence are found in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868).</i></p>	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.925 Additional requirements for instructors for the MPL	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.9.1.1	2.9 Glider pilot licence	Reg. (EU) 1178/2011, Annex I, Part-	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>2.9.1 Requirements for the issue of the licence</p> <p>2.9.1.1 <i>Age</i></p> <p>The applicant shall be not less than 16 years of age.</p>	FCL, FCL.200(b)							
2.9.1.2.1	<p>2.9.1.2 <i>Knowledge</i></p> <p>2.9.1.2.1 The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a glider pilot licence, in at least the following subjects:</p> <p><i>Air law</i></p> <p>a) rules and regulations relevant to the holder of a glider pilot licence; rules of the air; appropriate air traffic services practices and procedures;</p> <p><i>Aircraft general knowledge</i></p> <p>b) principles of operation of glider systems and instruments;</p> <p>c) operating limitations of gliders; relevant operational information from the flight manual or other appropriate document;</p>	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.215 Theoretical knowledge examinations and AMC1, AMC2 and AMC3 FCL.210; FCL.215	<input checked="" type="checkbox"/>	<input type="checkbox"/>					

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

<p><i>Flight performance, planning and loading</i></p> <p>d) effects of loading and mass distribution on flight characteristics; mass and balance considerations;</p> <p>e) use and practical application of launching, landing and other performance data;</p> <p>f) pre-flight and en-route flight planning appropriate to operations under VFR; appropriate air traffic services procedures; altimeter setting procedures; operations in areas of high-density traffic;</p> <p><i>Human performance</i></p> <p>g) human performance relevant to the glider pilot including principles of TEM;</p> <p><i>Note.— Guidance material to design training programmes on human performance, including TEM, can be found in the Human Factors Training Manual (Doc 9683).</i></p> <p><i>Meteorology</i></p> <p>h) application of elementary aeronautical meteorology; use of, and procedures for obtaining, meteorological information; altimetry;</p> <p><i>Navigation</i></p> <p>i) practical aspects of air navigation and dead-reckoning techniques; use of aeronautical charts;</p>									
---	--	--	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p><i>Operational procedures</i></p> <p>j) use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;</p> <p>k) different launch methods and associated procedures;</p> <p>l) appropriate precautionary and emergency procedures, including action to be taken to avoid hazardous weather, wake turbulence and other operating hazards;</p> <p><i>Principles of flight</i></p> <p>m) principles of flight relating to gliders.</p>									
2.9.1.2.2	2.9.1.2.2 <b>Recommendation.</b> — <i>The applicant should have demonstrated a level of knowledge appropriate to the privileges to be granted to the holder of a glider pilot licence, in communication procedures and phraseology as appropriate to VFR operations and on action to be taken in case of communication failure.</i>	Reg. (EU) 1178/2011, Annex I, Part-FCL, FCL.215 Theoretical knowledge examinations	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
2.9.1.3.1	2.9.1.3 <i>Experience</i>	Reg. (EU) 2018/1976, Annex III	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EU figures for total flight time	

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	2.9.1.3.1 The applicant shall have completed not less than six hours of flight time as a pilot of gliders including two hours of solo flight time during which not less than 20 launches and landings have been performed.	(Part-SFCL), point SFCL.130(a)							and number of launches are higher than ICAO figures.	
2.9.1.3.1.1	2.9.1.3.1.1 When the applicant has flight time as a pilot of aeroplanes, the Licensing Authority shall determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of 2.9.1.3.1 can be reduced accordingly.	Reg. (EU) 2018/1976, Annex III (Part-SFCL), point SFCL.130(b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.9.1.3.2	2.9.1.3.2 The applicant shall have gained, under appropriate supervision, operational experience in gliders in at least the following areas:  a) pre-flight operations, including glider assembly and inspection;  b) techniques and procedures for the launching method used, including appropriate airspeed limitations, emergency procedures and signals used;  c) traffic pattern operations, collision avoidance precautions and procedures;  d) control of the glider by external visual reference;  e) flight throughout the flight envelope;	Reg. (EU) 2018/1976, Annex III (Part-SFCL), point SFCL.130(a) and related Decision of the Executive Director of EASA (ED Decision) 2020/004/R, AMC2 SFCL.130	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Sigini- ficant Differ- ence			
				Level of implementation of SARPs						
				A) More Exactin- g or Exceed- s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>f) recognition of, and recovery from, incipient and full stalls and spiral dives;</p> <p>g) normal and crosswind launches, approaches and landings;</p> <p>h) cross-country flying using visual reference and dead reckoning;</p> <p>i) emergency procedures.</p>								
2.9.1.4	<p>2.9.1.4 <i>Skill</i></p> <p>The applicant shall have demonstrated the ability to perform as pilot-in-command of a glider, the procedures and manoeuvres described in 2.9.1.3.2 with a degree of competency appropriate to the privileges granted to the holder of a glider pilot licence, and to:</p> <p>a) recognize and manage threats and errors;</p> <p><i>Note.— Guidance material on the application of threat and error management (TEM) is found in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868), Part II, Section I in Chapter 6, and in the Human Factors Training Manual (Doc 9683).</i></p> <p>b) operate the glider within its limitations;</p>	Reg. (EU) 2018/1976, Annex III (Part-SFCL), point SFCL.145 and related Decision of the Executive Director of EASA (ED Decision) 2020/004/R, AMC1 SFCL.145	<input checked="" type="checkbox"/>	<input type="checkbox"/>					

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>c) complete all manoeuvres with smoothness and accuracy;</p> <p>d) exercise good judgement and airmanship;</p> <p>e) apply aeronautical knowledge; and</p> <p>f) maintain control of the glider at all times in a manner such that the successful outcome of a procedure or manoeuvre is assured.</p>									
2.9.1.5	<p>2.9.1.5 <i>Medical fitness</i></p> <p>The applicant shall hold a current Class 2 Medical Assessment.</p>	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED A.030	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.9.2.1	<p>2.9.2 Privileges of the holder of the licence and the conditions to be observed in exercising such privileges</p> <p>2.9.2.1 Subject to compliance with the requirements specified in 1.2.5, 1.2.6, 1.2.7.1 and 2.1, the privileges of the holder of a glider pilot licence shall be to act as pilot-in-command of any glider provided the licence holder has operational experience in the launching method used.</p>	Reg. (EU) 2018/1974, Annex III (Part-SFCL), points SFCL.115 and SFCL.155	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

2.9.2.2	2.9.2.2 <b>Recommendation.</b> — <i>If passengers are to be carried, the licence holder should have completed not less than 10 hours of flight time as a pilot of gliders.</i>	Reg. (EU) 2018/1974, Annex III (Part-SFCL), points SFCL.115(a)(2)(ii)(A)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.10.1.1	2.10 Free balloon pilot licence  <i>Note.— The provisions of the free balloon pilot licence apply to free balloons using hot air or gas.</i>  2.10.1 Requirements for the issue of the licence  2.10.1.1 Age  The applicant shall be not less than 16 years of age.	Reg. (EU) 2018/395, Annex III (Part-BFCL), point BFCL.120	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.10.1.2.1	2.10.1.2 <i>Knowledge</i>  2.10.1.2.1 The applicant shall have demonstrated a level of knowledge appropriate to the	Reg. (EU) 2018/395, Annex III (Part-BFCL), points BFCL.135;	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>privileges granted to the holder of a free balloon pilot licence, in at least the following subjects:</p> <p><i>Air law</i></p> <p>a) rules and regulations relevant to the holder of a free balloon pilot licence; rules of the air; appropriate air traffic services practices and procedures;</p> <p><i>Aircraft general knowledge</i></p> <p>b) principles of operation of free balloon systems and instruments;</p> <p>c) operating limitations of free balloons; relevant operational information from the flight manual or other appropriate document;</p> <p>d) physical properties and practical application of gases used in free balloons;</p> <p><i>Flight performance, planning and loading</i></p> <p>e) effects of loading on flight characteristics; mass calculations;</p> <p>f) use and practical application of launching, landing and other performance data, including the effect of temperature;</p> <p>g) pre-flight and en-route flight planning appropriate to operations under VFR; appropriate air</p>	<p>Decision of the Executive Director of EASA (ED Decision) 2020/003/R, AMC1 BFCL.130</p>							
--	--	---	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>traffic services procedures; altimeter setting procedures; operations in areas of high-density traffic;</p> <p><i>Human performance</i></p> <p>h) human performance relevant to the free balloon pilot including principles of TEM;</p> <p><i>Note.— Guidance material to design training programmes on human performance, including TEM, can be found in the Human Factors Training Manual (Doc 9683).</i></p> <p><i>Meteorology</i></p> <p>i) application of elementary aeronautical meteorology; use of, and procedures for obtaining, meteorological information; altimetry;</p> <p><i>Navigation</i></p> <p>j) practical aspects of air navigation and dead-reckoning techniques; use of aeronautical charts;</p> <p><i>Operational procedures</i></p> <p>k) use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;</p> <p>l) appropriate precautionary and emergency procedures, including action to be taken to avoid hazardous weather, wake turbulence and other operating hazards;</p>								
--	--	--	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<i>Principles of flight</i>  m) principles of flight relating to free balloons.									
2.10.1.2.2	2.10.1.2.2 <b>Recommendation.</b> — <i>The applicant should have demonstrated a level of knowledge appropriate to the privileges to be granted to the holder of a free balloon pilot licence, in communication procedures and phraseology as appropriate to VFR operations and on action to be taken in case of communication failure.</i>	Reg. (EU) 2018/395, Annex III (Part-BFCL), points BFCL.135(a)(1)(iv); Decision of the Executive Director of EASA (ED Decision) 2020/003/R, AMC1 BFCL.130	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.10.1.3.1	2.10.1.3 <i>Experience</i>  2.10.1.3.1 The applicant shall have completed not less than 16 hours of flight time as a pilot of free balloons including at least eight launches and ascents of which one must be solo.	Reg. (EU) 2018/1974, Annex III (Part-BFCL), point BFCL.130(b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		EU figures for flight time and number of launches / ascents				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

									are higher than ICAO figures.
2.10.1.3.2	<p>2.10.1.3.2 The applicant shall have gained, under appropriate supervision, operational experience in free balloons in at least the following areas:</p> <p>a) pre-flight operations, including balloon assembly, rigging, inflation, mooring and inspection;</p> <p>b) techniques and procedures for the launching and ascent, including appropriate limitations, emergency procedures and signals used;</p> <p>c) collision avoidance precautions;</p> <p>d) control of the free balloon by external visual reference;</p> <p>e) recognition of, and recovery from, rapid descents;</p> <p>f) cross-country flying using visual reference and dead reckoning;</p> <p>g) approaches and landings, including ground handling;</p> <p>h) emergency procedures.</p>	Reg. (EU) 2018/395, Annex III (Part-BFCL), point BFCL.130(a) and related Decision of the Executive Director of EASA (ED Decision) 2020/003/R, AMC2 BFCL.130	<input checked="" type="checkbox"/>	<input type="checkbox"/>					

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

2.10.1.3.3	2.10.1.3.3 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.	Reg. (EU) 2018/395, Annex III (Part-BFCL), point BFCL.210	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
2.10.1.3.4	2.10.1.3.4 <b>Recommendation.</b> — <i>If passengers are to be carried for remuneration or hire, the licence holder should have completed not less than 35 hours of flight time including 20 hours as a pilot of a free balloon.</i>	Reg. (EU) 2018/395, Annex III (Part-BFCL), point BFCL.215	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EU figures for flight experience (50 hours as PIC) are higher than ICAO figures (35 hours total time, 20 hours PIC time).	
2.10.1.4	2.10.1.4 <i>Skill</i>  The applicant shall have demonstrated the ability to perform as pilot-in-command of a free balloon, the procedures and manoeuvres described in 2.10.1.3.2 with a degree of competency appropriate to the privileges granted to the holder of a free balloon pilot licence, and to:	Reg. (EU) 2018/395, Annex III (Part-BFCL), point BFCL.145 and related Decision of the Executive	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>a) recognize and manage threats and errors;</p> <p><i>Note.— Guidance material on the application of threat and error management (TEM) is found in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868), Part II, Section I in Chapter 6, and in the Human Factors Training Manual (Doc 9683).</i></p> <p>b) operate the free balloon within its limitations;</p> <p>c) complete all manoeuvres with smoothness and accuracy;</p> <p>d) exercise good judgement and airmanship;</p> <p>e) apply aeronautical knowledge; and</p> <p>f) maintain control of the free balloon at all times in a manner such that the successful outcome of a procedure or manoeuvre is assured.</p>	Director of EASA (ED Decision) 2020/003/R, AMC1 BFCL.145								
2.10.1.5	2.10.1.5 <i>Medical fitness</i>  The applicant shall hold a current Class 2 Medical Assessment.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.A.030	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

2.10.2.1	<p>2.10.2 Privileges of the holder of the licence and the conditions to be observed in exercising such privileges</p> <p>2.10.2.1 Subject to compliance with the requirements specified in 1.2.5, 1.2.6, 1.2.7.1, 2.1 and 2.10.1.3.4, the privileges of the holder of a free balloon pilot licence shall be to act as pilot-in-command of any free balloon provided that the licence holder has operational experience in hot air or gas balloons as appropriate.</p>	Reg. (EU) 2018/395, Annex III (Part-BFCL), point BFCL.115	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
2.10.2.2	<p>2.10.2.2 Before exercising the privileges at night, the licence holder shall have complied with the requirements specified in 2.10.1.3.3.</p> <p>-----</p>	Reg. (EU) 2018/395, Annex III (Part-BFCL), point BFCL.210	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
2.11.1.1	<b>B. LICENCES AND RATINGS FOR REMOTE PILOTS</b>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Commission Implementing Regulation (EU)

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Sigini ficant Difference
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p><b>2.11 General rules concerning remote pilot licences and ratings</b></p> <p><i>Note.— The provisions of Chapter 2, Subsection B are for international IFR operations of RPAS.</i></p> <p>2.11.1 General licensing specifications</p> <p>2.11.1.1 A person shall not act either as remote pilot-in-command or as remote co-pilot of an RPA in any of the following RPA categories unless that person is the holder of a remote pilot licence issued in accordance with the provisions of this chapter:</p> <ul style="list-style-type: none"> <li>— aeroplane</li> <li>— airship</li> <li>— glider</li> <li>— rotorcraft</li> <li>— powered-lift</li> <li>— free balloon.</li> </ul>							<p>2019/947, and the related acceptable means of compliance (AMC) and guidance material (GM), as well as Commission Delegated Regulation (EU) 2019/945 on unmanned aircraft systems (UAS) and on third-country</p>
--	--	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

										operator s of UAS regarding the 'open' and 'specific' category . Regarding the 'certified category ' see remark under 1.1.72
2.11.1.2	2.11.1.2 The category of RPA shall be endorsed as a category rating on the remote pilot licence.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 1.1.72
2.11.1.3	2.11.1.3 An applicant shall, before being issued with any remote pilot licence or rating, meet such requirements in respect of age, experience, flight instruction, competencies and medical fitness, as are specified for that remote pilot licence or rating.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 1.1.72

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

2.11.1.4	2.11.1.4 An applicant for any remote pilot licence or rating shall demonstrate, in a manner determined by the Licensing Authority, such requirements for knowledge and skill as are specified for that remote pilot licence or rating.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 1.1.72
2.11.2.1	2.11.2 Category ratings  2.11.2.1 When established, category ratings shall be for categories of RPA listed in 2.11.1.1.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 1.1.72
2.11.2.2	2.11.2.2 The holder of a remote pilot licence seeking additional category ratings to be added to the existing licence shall meet the requirements of this Annex regarding RPAS appropriate to the privileges for which the category rating is sought.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 1.1.72
2.11.3.1	2.11.3 Class and type ratings  2.11.3.1 A class rating shall be established for RPA and associated RPS certificated for single remote pilot operations which have comparable handling, performance and characteristics unless a type rating is considered necessary by the Licensing Authority.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 1.1.72

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

2.11.3.2	<p>2.11.3.2 A type rating shall be established for RPA and associated RPS certificated for operation with a minimum crew of at least two remote pilots or when considered necessary by the Licensing Authority.</p> <p><i>Note.— Where a common type rating is established, it will be only for RPA with similar characteristics in terms of operating procedures, systems and handling.</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 1.1.72
2.11.3.3	2.11.3.3 When an applicant demonstrates competencies for the initial issue of a remote pilot licence, the category and the ratings appropriate to the class or type of RPA and associated RPS used in the demonstration shall be entered on that remote pilot licence.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 1.1.72
2.11.3.4	2.11.3.4 <b>Recommendation.</b> — <i>The levels of performance to be achieved to operate the class or type of RPA for which the ratings are issued should be publicly available.</i>	See remark under 2.11.1.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 1.1.72
2.11.4.1	2.11.4 Circumstances in which class and type ratings are required		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 1.1.72

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	2.11.4.1 A Contracting State having issued a remote pilot licence shall not permit the holder of such remote pilot licence to act either as remote pilot-in-command or as remote co-pilot of an RPA and associated RPS unless the holder has received authorization as follows:  a) the appropriate class rating specified in 2.11.3.1; or  b) a type rating when required in accordance with 2.11.3.2.									
2.11.4.1.1	2.11.4.1.1 When a type rating is issued limiting the privileges to act as remote co-pilot, or limiting the privileges to act as remote pilot only during the cruise phase of the flight, such limitation shall be endorsed on the rating.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 1.1.72
2.11.4.1.2	2.11.4.1.2 When a class rating is issued limiting the privileges to act as remote pilot only during the cruise phase of the flight, such limitation shall be endorsed on the rating.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 1.1.72
2.11.4.2	2.11.4.2 For the purpose of training, testing, or specific special purpose non-revenue flights, special authorization may be provided in writing to the remote pilot licence holder by the Licensing Authority in place of issuing the class or type rating in accordance with		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 1.1.72

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	2.11.4.1. This authorization shall be limited in validity to the time needed to complete the specific flight.									
2.11.5.1	<p>2.11.5 Requirements for the issue of class and type ratings</p> <p>2.11.5.1 <i>Class rating</i></p> <p>The applicant shall have demonstrated the competencies required for the safe operations of an RPA of the class for which the rating is sought.</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 1.1.72
2.11.5.2	<p>2.11.5.2 <i>Type rating as required by 2.11.3.2</i></p> <p>The applicant shall have:</p> <p>a) gained, under appropriate supervision, experience in the applicable type of RPA and associated RPS and/or FSTD in the following:</p> <p>— normal flight procedures and manoeuvres during all phases of flight;</p> <p>— abnormal and emergency procedures and manoeuvres in the event of failures and malfunctions of equipment,</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 1.1.72

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>such as engine, C2 link, systems and airframe;</p> <p>— instrument procedures, including instrument approach, missed approach and landing procedures under normal, abnormal and emergency conditions, including simulated engine failure; and</p> <p>— for the issue of an aeroplane category type rating, upset prevention and recovery training.</p> <p><i>Note 1.— Procedures for upset prevention and recovery training are contained in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868).</i></p> <p><i>Note 2.— Guidance on upset prevention and recovery training is contained in the Manual on Aeroplane Upset Prevention and Recovery Training (Doc 10011).</i></p> <p><i>Note 3.— Guidance on the approval of FSTDs for upset prevention and recovery training is contained in The Manual of Criteria for the Qualification of Flight Simulation Training Devices (Doc 9625).</i></p>								
--	--	--	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p style="text-align: center;"><i>Note 4.— The aeroplane upset prevention and recovery training may be integrated in the type rating programme or be conducted immediately after, as an additional module.</i></p> <p style="text-align: center;">— procedures for crew incapacitation and crew coordination including allocation of remote pilot tasks; crew cooperation and use of checklists;</p> <p style="text-align: center;"><i>Note.— See 2.11.7.1 on the qualifications required for remote pilots giving RPAS training.</i></p> <p>b) demonstrated the competencies required for the safe operation of the applicable type of RPA and associated RPS and demonstrated C2 link management skills, relevant to the duties of a remote pilot-in-command or a remote co-pilot as applicable.</p> <p style="text-align: center;"><i>Note.— Guidance of a general nature on cross-crew qualification and cross credit is found in the Manual of Procedures for Establishment and Management of a State’s Personnel Licensing System (Doc 9379).</i></p>									
2.11.6	2.11.6 Use of an FSTD for acquisition of experience and demonstration of competencies		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 1.1.72

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	The use of an FSTD for acquiring the experience or performing any manoeuvre required during the demonstration of competencies for the issue of a remote pilot licence or rating shall be approved by the Licensing Authority, which shall ensure that the FSTD used is appropriate to the task.									
2.11.7.1	<p>2.11.7 Circumstances in which authorization to conduct remote pilot licence training is required</p> <p>2.11.7.1 A Contracting State, having issued a remote pilot licence, shall not permit the holder thereof to carry out remote pilot licence training required for the issue of a remote pilot licence or rating, unless such holder has received proper authorization from such Contracting State. Proper authorization shall comprise:</p> <p>a) an RPAS instructor rating on the holder's remote pilot licence; or</p> <p>b) the authority to act as an agent of an approved training organization authorized by the Licensing Authority to carry out remote pilot licence training; or</p> <p>c) a specific authorization granted by the Contracting State which issued the remote pilot licence.</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 1.1.72

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

2.11.7.2	2.11.7.2 A Contracting State shall not permit a person to carry out remote pilot licence training on an FSTD required for the issue of a remote pilot licence or rating unless such person holds or has held an appropriate remote pilot licence or has appropriate RPAS training and flight experience and has received proper authorization from such Contracting State.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 1.1.72
2.11.8.1	2.11.8 Crediting of RPAS flight time  2.11.8.1 A student remote pilot shall be entitled to be credited in full with all solo and dual instruction RPAS flight time towards the total flight time required for the initial issue of a remote pilot licence.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 1.1.72
2.11.8.2	2.11.8.2 The holder of a remote pilot licence shall be entitled to be credited in full with all dual instruction RPAS flight time towards the total RPAS flight time required for a remote pilot-in-command upgrade.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 1.1.72
2.11.8.3	2.11.8.3 The holder of a remote pilot licence shall be entitled to be credited in full with all solo or dual instruction RPAS flight time, in a new category of RPA or for obtaining a new rating, towards the total RPAS flight time required for that rating.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 1.1.72

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

2.11.8.4	2.11.8.4 The holder of a remote pilot licence, when acting as remote co-pilot of an RPA certificated for operation by a single remote pilot but required by a Contracting State to be operated with a remote co-pilot, shall be entitled to be credited with not more than 50 per cent of the remote co-pilot RPAS flight time towards the total RPAS flight time required for a remote pilot-in-command upgrade. The Contracting State may authorize that RPAS flight time be credited in full towards the total RPAS flight time required if the RPAS is equipped to be operated by a remote co-pilot and is operated in a multi-crew operation.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 1.1.72
2.11.8.5	2.11.8.5 The holder of a remote pilot licence, when acting as remote co-pilot of an RPA certificated to be operated with a remote co-pilot, shall be entitled to be credited in full with this RPAS flight time towards the total RPAS flight time required for a remote pilot-in-command upgrade.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 1.1.72
2.11.8.6	2.11.8.6 The holder of a remote pilot licence, when acting as remote pilot-in-command under supervision, shall be entitled to be credited in full with this RPAS flight time towards the total RPAS flight time required for a remote pilot-in-command upgrade.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 1.1.72
2.11.8.7	2.11.8.7 <b>Recommendation.</b> — <i>When applying for a new rating, the holder of a remote pilot licence should be entitled to be credited with RPAS flight time experience as a remote pilot of RPA. The Licensing</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 1.1.72

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p><i>Authority should determine whether such experience is acceptable and, if so, the extent to which the experience requirements for the issue of a rating can be reduced accordingly.</i></p> <p><i>Note.— The total RPAS flight time required is derived from the approved competency-based training programme.</i></p>								
2.11.9	<p>2.11.9 Limitation of privileges of remote pilots who attain their 60th birthday and curtailment of privileges of remote pilots who attain their 65th birthday</p> <p>A Contracting State, having issued remote pilot licences, shall not permit the holders thereof to act as pilot of an RPAS engaged in international commercial air transport operations if the licence holders have attained their 60th birthday or, in the case of operations with more than one pilot, their 65th birthday.</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See remark under 1.1.72
2.12.1	<p><b>2.12 Student remote pilot</b></p> <p>2.12.1 A student remote pilot shall meet requirements prescribed by the Contracting State concerned. In prescribing such requirements, Contracting States shall ensure that the privileges granted would not</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See remark under 1.1.72

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	permit student remote pilots to constitute a hazard to air navigation.								
2.12.2	2.12.2 A student remote pilot shall not fly an RPA solo unless under the supervision of, or with the authority of, an authorized RPAS instructor.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See remark under 1.1.72
2.12.2.1	2.12.2.1 A student remote pilot shall not fly an RPA solo on international RPAS operations unless by special or general arrangement between the Contracting States concerned.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See remark under 1.1.72
2.12.3	2.12.3 Medical fitness  A Contracting State shall not permit a student remote pilot to fly an RPA solo unless he/she holds a current Class 3 or a current Class 1 Medical Assessment.  <i>Note.— A Class 1 medical assessment may be essential for a particular individual based on their work environment and responsibilities in the context of a specific RPAS application.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See remark under 1.1.72

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Sigini- ficant Differ- ence			
				Level of implementation of SARPs						
				A) More Exactin- g or Exceed- s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

2.13.1.1	<p><b>2.13 Remote pilot licence</b></p> <p><i>Note.— The provisions of Chapter 2, subsection B are for international IFR operations of RPAS.</i></p> <p>2.13.1 General requirements for the issue of the remote pilot licence</p> <p>2.13.1.1 <i>Age</i></p> <p>The applicant shall not be less than 18 years of age.</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See remark under 1.1.72
2.13.1.2	<p>2.13.1.2 <i>Knowledge</i></p> <p>The applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a remote pilot licence and appropriate to the category of RPA and associated RPS intended to be included in the remote pilot licence, in at least the following subjects:</p> <p><i>Air law</i></p> <p>a) rules and regulations relevant to the holder of a remote pilot licence; rules of the air; appropriate air traffic services practices and procedures;</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See remark under 1.1.72

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>b) rules and regulations relevant to flight under IFR; related air traffic services practices and procedures;</p> <p><i>General RPAS knowledge</i></p> <p>c) principles of operation and the functioning of engines, systems and instruments;</p> <p>d) operating limitations of the relevant category of RPA and engines; relevant operational information from the flight manual or other appropriate document;</p> <p>e) use and serviceability checks of equipment and systems of appropriate RPA;</p> <p>f) maintenance procedures for airframes, systems and engines of appropriate RPA;</p> <p>g) for rotorcraft and powered-lifts, transmission (power trains) where applicable;</p> <p>h) use, limitation and serviceability of avionics, electronic devices and instruments necessary for the control and navigation of an RPA under IFR and in instrument meteorological conditions;</p> <p>i) flight instruments; gyroscopic instruments, operational limits and precession effects; practices and procedures in the event of malfunctions of various flight instruments;</p>								
--	--	--	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>j) for airships, physical properties and practical application of gases;</p> <p>k) RPS general knowledge:</p> <p>1) principles of operation and function of systems and instruments;</p> <p>2) use and serviceability checks of equipment and systems of appropriate RPS;</p> <p>3) procedures in the event of malfunctions;</p> <p>l) C2 link general knowledge:</p> <p>1) different types of C2 links and their operating characteristics and limitations;</p> <p>2) use and serviceability checks of C2 link systems;</p> <p>3) procedures in the event of C2 link malfunction;</p> <p>m) detect and avoid capabilities for RPAS;</p> <p><i>Flight performance, planning and loading</i></p> <p>n) effects of loading and mass distribution on RPA handling, flight characteristics and performance; mass and balance calculations;</p>								
--	---	--	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>o) use and practical application of take-off, landing and other performance data;</p> <p>p) pre-flight and en-route flight planning appropriate to RPAS operations under IFR; preparation and submission of air traffic services flight plans under IFR; appropriate air traffic services procedures; altimeter setting procedures;</p> <p>q) in the case of airships, rotorcraft and powered-lifts, effects of external loading on handling;</p> <p><i>Human performance</i></p> <p>r) human performance relevant to RPAS and instrument flight, including principles of TEM;</p> <p><i>Note.— Guidance material to design training programmes on human performance, including TEM, can be found in the Human Factors Training Manual (Doc 9683).</i></p> <p><i>Meteorology</i></p> <p>s) interpretation and application of aeronautical meteorological reports, charts and forecasts; use of, and procedures for obtaining, meteorological information, pre-flight and in-flight; altimetry;</p> <p>t) aeronautical meteorology; climatology of relevant areas with respect to the elements having an</p>								
--	--	--	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Sigini ficant Difference
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>effect on aviation; the movement of pressure systems, the structure of fronts, and the origin and characteristics of significant weather phenomena which affect take-off, en-route and landing conditions;</p> <p>u) causes, recognition and effects of icing; frontal zone penetration procedures; hazardous weather avoidance;</p> <p>v) in the case of rotorcraft and powered-lifts, effects of rotor icing;</p> <p>w) in the case of high altitude operations, practical high altitude meteorology, including interpretation and use of weathers reports, charts and forecasts; jetstreams;</p> <p><i>Navigation</i></p> <p>x) air navigation, including the use of aeronautical charts, instruments and navigation aids; an understanding of the principles and characteristics of appropriate navigation systems; operation of RPAS equipment;</p> <p>y) use, limitation and serviceability of avionics and instruments necessary for control and navigation;</p> <p>z) use, accuracy and reliability of navigation systems used in departure, en-route, approach and landing phases of flight; identification of radio navigation aids;</p>								
--	---	--	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Sigini- ficant Differ- ence
				Level of implementation of SARPs						
				A) More Exactin- g or Exceed- s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>aa) principles and characteristics of self-contained and external-referenced navigation systems; operation of RPAS equipment;</p> <p><i>Operational procedures</i></p> <p>bb) application of TEM to operational performance;</p> <p><i>Note.— Guidance material on the application of threat and error management (TEM) is found in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868), Part II, Section I in Chapter 6, and in the Human Factors Training Manual (Doc 9683).</i></p> <p>cc) interpretation and use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations and instrument procedure charts for departure, en-route, descent and approach;</p> <p>dd) altimeter setting procedures;</p> <p>ee) appropriate precautionary and emergency procedures; safety practices associated with flight under IFR; obstacle clearance criteria;</p> <p>ff) operational procedures for carriage of freight; potential hazards associated with dangerous goods and their management;</p>								
--	---	--	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>gg) requirements and practices for safety briefings to remote flight crew members</p> <p>hh) in the case of rotorcraft, and if applicable, powered-lifts, settling with power; ground resonance; retreating blade stall; dynamic rollover and other operating hazards; safety procedures, associated with flight in VMC;</p> <p>ii) operational procedures for handovers and coordination;</p> <p>jj) operational procedures for normal and abnormal C2 link operations;</p> <p><i>Principles of flight</i></p> <p>kk) principles of flight; and</p> <p><i>Radiotelephony</i></p> <p>ll) communication procedures and phraseology; action to be taken in case of communication failure.</p>								
2.13.1.3.1	<p>2.13.1.3 <i>Skill</i></p> <p>2.13.1.3.1 The applicant shall have demonstrated all the competencies of the adapted</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See remark under 1.1.72

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>competency model approved by the Licensing Authority at the level required, to act as remote pilot in command of an RPAS operation within the appropriate category of RPA and associated RPS.</p> <p><i>Note.— Guidance material on the ICAO competency framework and on the methodology to adapt the ICAO competency framework for remote pilots and develop the related competency-based training programme is found in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868).</i></p>								
2.13.1.3.2	<p>2.13.1.3.2 If the privileges of the remote pilot are to be exercised on a multi-engined RPA, the applicant shall have demonstrated the ability to operate under IFR with degraded propulsion capabilities.</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See remark under 1.1.72
2.13.1.4	<p>2.13.1.4 <i>Medical fitness</i></p> <p>The applicant shall hold a current Class 3 Medical Assessment or a current Class 1 Medical Assessment.</p> <p><i>Note.— A Class 1 Medical Assessment may be essential for a particular individual based on their work environment and responsibilities in the context of a specific RPAS application.</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See remark under 1.1.72

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Sigini- ficant Differ- ence			
				Level of implementation of SARPs						
				A) More Exactin- g or Exceed- s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

2.13.2.1	<p>2.13.2 Privileges of the holder of the remote pilot licence and the conditions to be observed in exercising such privileges</p> <p>2.13.2.1 Subject to compliance with the requirements specified in 1.2.5, 1.2.6, 1.2.7.1, 1.2.9 and 2.11, the privileges of the holder of a remote pilot licence shall be:</p> <p>a) to act as remote pilot-in-command of an RPA and associated RPS, certificated for remote single-pilot operation;</p> <p>b) to act as remote co-pilot of an RPA and associated RPS, required to be operated with a remote co-pilot;</p> <p>c) to act as a remote pilot-in-command of an RPA and the associated RPS, required to be operated with a remote co-pilot; and</p> <p>d) to act either as remote pilot-in-command or as remote co-pilot of an RPAS under IFR.</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See remark under 1.1.72
2.13.2.2	2.13.2.2 Before exercising the privileges at night, the remote pilot licence holder shall have received dual instruction in an RPA and associated RPS in night flying, including take-off, landing and navigation.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See remark under 1.1.72

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<i>Note.— Certain privileges of the remote pilot licence are curtailed by 2.11.9 for remote pilot licence holders when they attain their 60th and 65th birthdays.</i>									
2.13.3.1	2.13.3 Specific requirements for the issue of remote pilot licence  2.13.3.1 <i>Experience</i>  The applicant shall have gained experience during training in operating the RPA and associated RPS to successfully demonstrate the competencies required in 2.13.1.3.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 1.1.72
2.13.3.2.1	2.13.3.2 <i>Remote pilot licence training</i>  2.13.3.2.1 In order to meet the requirements of the remote pilot licence, the applicant shall have completed an approved training course. The training shall be competency-based and, if applicable, conducted in a multi-crew operational environment.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 1.1.72
2.13.3.2.2	2.13.3.2.2 During the training, the applicant shall have acquired the competencies and underpinning		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	skills required for performing as a remote pilot of an RPA certificated for operation under IFR.									1.1.72
2.13.3.2.3	2.13.3.2.3 The applicant shall have received dual remote pilot licence training in an RPA and associated RPS, sought from an authorized RPAS instructor. The RPAS instructor shall ensure that the applicant has operational experience in all phases of flight and the entire operating envelope of an RPAS, including abnormal and emergency conditions, upset prevention and recovery training for the categories concerned, as well as IFR operations.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 1.1.72
2.13.3.2.4	2.13.3.2.4 If the privileges of the remote pilot are to be exercised on a multi-engined RPA, the applicant shall have received dual instrument remote pilot licence training in a multi-engined RPA within the appropriate category from an authorized RPAS instructor. The RPAS instructor shall ensure that the applicant has operational experience in the operation of the RPA within the appropriate category with engines inoperative or simulated inoperative.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 1.1.72
2.14.1.1.1	<b>2.14 RPAS instructor rating</b>  2.14.1 Requirements for the issue of the rating		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 1.1.72

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Sigini- ficant Differ- ence			
				Level of implementation of SARPs						
				A) More Exactin- g or Exceed- s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>2.14.1.1 <i>Knowledge</i></p> <p>2.14.1.1.1 The applicant shall demonstrate the ability to effectively assess trainees against the adapted competency model used in the approved training programme.</p>									
2.14.1.1.2	<p>2.14.1.1.2 The applicant shall successfully complete the training and meet the qualifications of an approved training organization appropriate to the delivery of competency-based training programmes.</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 1.1.72
2.14.1.1.3	<p>2.14.1.1.3 The RPAS instructor training programme shall focus on the development of competence in the following specific areas:</p> <p>a) the adapted competency model of the remote pilot training programme according to the defined grading system used by the RPAS operator or approved training organization;</p> <p>b) in accordance with the assessment and grading system of the RPAS operator or approved training organization, making assessments by observing behaviours; gathering objective evidence regarding the observable</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 1.1.72

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Sigini- ficant Differ- ence			
				Level of implementation of SARPs						
				A) More Exactin- g or Exceed- s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>behaviours of the adapted competency model used;</p> <p>c) recognizing and highlighting performance that meets competency standards;</p> <p>d) determining root causes for deviations below the expected standards of performance; and</p> <p>e) identifying situations that could result in unacceptable reductions in safety margins.</p>									
2.14.1.1.4	2.14.1.1.4 The applicant shall have met the competency requirements for the issue of a remote pilot licence as appropriate to the category of RPA and associated RPS.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 1.1.72
2.14.1.1.5	<p>2.14.1.1.5 In addition, the applicant shall have demonstrated a level of competency appropriate to the privileges granted to the holder of an RPAS instructor rating, in at least the following areas:</p> <p>a) techniques of applied instruction;</p> <p>b) assessment of student performance in those subjects in which ground instruction is given;</p> <p>c) the learning process;</p> <p>d) elements of effective teaching;</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 1.1.72

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>e) competency-based training principles, including student assessments;</p> <p>f) evaluation of the training programme effectiveness;</p> <p>g) lesson planning;</p> <p>h) classroom instructional techniques;</p> <p>i) use of training aids, including FSTDs as appropriate;</p> <p>j) analysis and correction of student errors;</p> <p>k) human performance relevant to RPAS, instrument flight and remote pilot licence training, including principles of TEM; and</p> <p><i>Note.— Guidance material to design training programmes on human performance, including TEM, can be found in the Human Factors Training Manual (Doc 9683).</i></p> <p>l) hazards involved in simulating system failures and malfunctions in the aircraft.</p>								
--	---	--	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

2.14.1.2.1	2.14.1.2 <i>Skill</i>  2.14.1.2.1 The applicant shall have successfully performed a formal competency assessment, prior to conducting instruction and assessment within a competency-based training programme.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 1.1.72
2.14.1.2.2	2.14.1.2.2 The competency assessment shall be conducted during a practical training session in the category of RPA and associated RPS for which RPAS instructor privileges are sought, including pre-flight, post-flight and ground instruction as appropriate.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 1.1.72
2.14.1.2.3	2.14.1.2.3 The competency assessment shall be conducted by a person authorized by the Licensing Authority.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 1.1.72
2.14.1.3.1	2.14.1.3 <i>Experience</i>  2.14.1.3.1 The applicant shall have met the requirements for the issue of a remote pilot licence, shall maintain competencies and meet the recent experience requirements for the licence.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 1.1.72

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

2.14.1.3.2	2.14.1.3.2 The applicant shall have sufficient training and experience to attain the required level of proficiency in all of the required tasks, manoeuvres, operations and principles, and methods of instruction relevant to 2.13.3.2.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 1.1.72
2.14.1.4	2.14.1.4 <i>Remote pilot licence training.</i>  The applicant shall, under the supervision of an RPAS instructor authorized by the Licensing Authority for that purpose:  a) have received training in RPAS instructional techniques including demonstration, student practices, recognition and correction of common student errors; and  b) have practiced instructional techniques in those flight manoeuvres and procedures in which it is intended to provide remote pilot licence training.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 1.1.72
2.14.2.1	2.14.2 Privileges of the holder of the rating and the conditions to be observed in exercising such privileges  2.14.2.1 Subject to compliance with the requirements specified in 1.2.5 and 2.11, the privileges of the holder of an RPAS instructor rating shall be:		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 1.1.72

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Sigini- ficant Differ- ence			
				Level of implementation of SARPs						
				A) More Exactin- g or Exceed- s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>a) to supervise solo flights by student remote pilots; and</p> <p>b) to carry out remote pilot licence training for the issue of a remote pilot licence and an RPAS instructor rating provided that the RPAS instructor:</p> <p>1) holds at least the remote pilot licence and rating for which instruction is being given, in the appropriate RPA category and associated RPS;</p> <p>2) holds the remote pilot licence and rating necessary to act as the remote pilot-in-command of the RPA category and associated RPS on which the instruction is given; and</p> <p>3) has the RPAS instructor privileges granted endorsed on the remote pilot licence.</p>									
2.14.2.2	2.14.2.2 The applicant, in order to carry out remote pilot licence training in a multi crew operational environment, shall have also met all the instructor qualification requirements.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 1.1.72
3.1.1	CHAPTER 3. LICENCES FOR FLIGHT CREW MEMBERS		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		This falls

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	OTHER THAN LICENCES FOR PILOTS  3.1 General rules concerning flight navigator and flight engineer licences  3.1.1 An applicant shall, before being issued with a flight navigator licence or a flight engineer licence, meet such requirements in respect of age, knowledge, experience, skill and medical fitness as are specified for those licences.									under the national competence of the EASA Member States
3.1.1.1	3.1.1.1 An applicant for a flight navigator licence or a flight engineer licence shall demonstrate such requirements for knowledge and skill as are specified for those licences, in a manner determined by the Licensing Authority.		<input type="checkbox"/>	<input checked="" type="checkbox"/>		See remark under 3.1.1				
3.2.1.1	3.2 Flight navigator licence  3.2.1 Requirements for the issue of the licence		<input type="checkbox"/>	<input checked="" type="checkbox"/>		See remark under 3.1.1				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	3.2.1.1 <i>Age</i>  The applicant shall be not less than 18 years of age.								
3.2.1.2	3.2.1.2 <i>Knowledge</i>  The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a flight navigator licence, in at least the following subjects:  <i>Air law</i>  a) rules and regulations relevant to the holder of a flight navigator licence; appropriate air traffic services practices and procedures;  <i>Flight performance, planning and loading</i>  b) effects of loading and mass distribution on aircraft performance;  c) use of take-off, landing and other performance data including procedures for cruise control;  d) pre-flight and en-route operational flight planning; preparation and filing of air traffic services flight plans; appropriate air traffic services procedures; altimeter setting procedures;  <i>Human performance</i>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	See remark under 3.1.1				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>e) human performance relevant to the flight navigator including principles of TEM;</p> <p style="text-align: center;"><i>Note.— Guidance material to design training programmes on human performance, including TEM, can be found in the Human Factors Training Manual (Doc 9683).</i></p> <p><i>Meteorology</i></p> <p>f) interpretation and practical application of aeronautical meteorological reports, charts and forecasts; codes and abbreviations; use of, and procedures for obtaining, meteorological information, pre-flight and in-flight; altimetry;</p> <p>g) aeronautical meteorology; climatology of relevant areas in respect of the elements having an effect upon aviation; the movement of pressure systems; the structure of fronts, and the origin and characteristics of significant weather phenomena which affect take-off, en-route and landing conditions;</p> <p><i>Navigation</i></p> <p>h) dead-reckoning, pressure-pattern and celestial navigation procedures; the use of aeronautical charts, radio navigation aids and area navigation systems; specific navigation requirements for long-range flights;</p>								
--	---	--	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>i) use, limitation and serviceability of avionics and instruments necessary for the navigation of the aircraft;</p> <p>j) use, accuracy and reliability of navigation systems used in departure, en-route and approach phases of flight; identification of radio navigation aids;</p> <p>k) principles, characteristics and use of self-contained and external-referenced navigation systems; operation of airborne equipment;</p> <p>l) the celestial sphere including the movement of heavenly bodies and their selection and identification for the purpose of observation and reduction of sights; calibration of sextants; the completion of navigation documentation;</p> <p>m) definitions, units and formulae used in air navigation;</p> <p><i>Operational procedures</i></p> <p>n) interpretation and use of aeronautical documentation such as AIP, NOTAM, aeronautical codes, abbreviations, and instrument procedure charts for departure, en-route, descent and approach;</p> <p><i>Principles of flight</i></p> <p>o) principles of flight;</p>								
--	---	--	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<i>Radiotelephony</i>  p) communication procedures and phraseology.								
3.2.1.3.1	3.2.1.3 <i>Experience</i>  3.2.1.3.1 The applicant shall have completed in the performance of the duties of a flight navigator, not less than 200 hours of flight time acceptable to the Licensing Authority, in aircraft engaged in cross-country flights, including not less than 30 hours by night.		<input type="checkbox"/>	<input checked="" type="checkbox"/>	See remark under 3.1.1				
3.2.1.3.1.1	3.2.1.3.1.1 When the applicant has flight time as a pilot, the Licensing Authority shall determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of 3.2.1.3.1 can be reduced accordingly.		<input type="checkbox"/>	<input checked="" type="checkbox"/>	See remark under 3.1.1				
3.2.1.3.2	3.2.1.3.2 The applicant shall produce evidence of having satisfactorily determined the aircraft's position in flight, and used that information to navigate the aircraft, as follows:  a) by night — not less than 25 times by celestial observations; and		<input type="checkbox"/>	<input checked="" type="checkbox"/>	See remark under 3.1.1				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	b) by day — not less than 25 times by celestial observations in conjunction with self-contained or external-referenced navigation systems.								
3.2.1.4	<p>3.2.1.4 <i>Skill</i></p> <p>The applicant shall have demonstrated the ability to perform as flight navigator of an aircraft with a degree of competency appropriate to the privileges granted to the holder of a flight navigator licence, and to:</p> <p>a) recognize and manage threats and errors;</p> <p><i>Note.— Guidance material on the application of threat and error management (TEM) is found in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868), Part II, Section I in Chapter 6, and in the Human Factors Training Manual (Doc 9683).</i></p> <p>b) exercise good judgement and airmanship;</p> <p>c) apply aeronautical knowledge;</p> <p>d) perform all duties as part of an integrated crew; and</p> <p>e) communicate effectively with the other flight crew members.</p>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	See remark under 3.1.1				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

3.2.1.5	3.2.1.5 <i>Medical fitness</i>  The applicant shall hold a current Class 2 Medical Assessment.		<input type="checkbox"/>	<input checked="" type="checkbox"/>		See remark under 3.1.1				
3.2.2	3.2.2 Privileges of the holder of the licence and the conditions to be observed in exercising such privileges  Subject to compliance with the requirements specified in 1.2.5, 1.2.6 and 1.2.7.1, the privileges of the holder of a flight navigator licence shall be to act as flight navigator of any aircraft. If the privileges include radiotelephony communication, the licence holder shall comply with the requirements specified in 1.2.9.2.		<input type="checkbox"/>	<input checked="" type="checkbox"/>		See remark under 3.1.1				
3.3.1.1	3.3 Flight engineer licence  3.3.1 Requirements for the issue of the licence  3.3.1.1 <i>Age</i>		<input type="checkbox"/>	<input checked="" type="checkbox"/>		See remark under 3.1.1				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	The applicant shall be not less than 18 years of age.								
3.3.1.2.1	<p>3.3.1.2 <i>Knowledge</i></p> <p>3.3.1.2.1 The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a flight engineer licence, in at least the following subjects:</p> <p><i>Air law</i></p> <p>a) rules and regulations relevant to the holder of a flight engineer licence; rules and regulations governing the operation of civil aircraft pertinent to the duties of a flight engineer;</p> <p><i>Aircraft general knowledge</i></p> <p>b) basic principles of engines, gas turbines and/or piston engines; characteristics of fuels, fuel systems including fuel control; lubricants and lubrication systems; afterburners and injection systems, function and operation of engine ignition and starter systems;</p> <p>c) principles of operation, handling procedures and operating limitations of aircraft engines; effects of atmospheric conditions on engine performance;</p> <p>d) airframes, flight controls, structures, wheel assemblies, brakes and anti-skid units, corrosion</p>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	See remark under 3.1.1				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>and fatigue life; identification of structural damage and defects;</p> <p>e) ice and rain protection systems;</p> <p>f) pressurization and air-conditioning systems, oxygen systems;</p> <p>g) hydraulic and pneumatic systems;</p> <p>h) basic electrical theory, electric systems (AC and DC), aircraft wiring systems, bonding and screening;</p> <p>i) principles of operation of instruments, compasses, autopilots, radio communication equipment, radio and radar navigation aids, flight management systems, displays and avionics;</p> <p>j) limitations of appropriate aircraft;</p> <p>k) fire protection, detection, suppression and extinguishing systems;</p> <p>l) use and serviceability checks of equipment and systems of appropriate aircraft;</p> <p><i>Flight performance, planning and loading</i></p> <p>m) effects of loading and mass distribution on aircraft handling, flight characteristics and performance; mass and balance calculations;</p>								
--	---	--	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>n) use and practical application of performance data including procedures for cruise control;</p> <p><i>Human performance</i></p> <p>o) human performance relevant to the flight engineer including principles of TEM;</p> <p><i>Note.— Guidance material to design training programmes on human performance, including TEM, can be found in the Human Factors Training Manual (Doc 9683).</i></p> <p><i>Operational procedures</i></p> <p>p) principles of maintenance, procedures for the maintenance of airworthiness, defect reporting, pre-flight inspections, precautionary procedures for fuelling and use of external power; installed equipment and cabin systems;</p> <p>q) normal, abnormal and emergency procedures;</p> <p>r) operational procedures for carriage of freight and dangerous goods;</p> <p><i>Principles of flight</i></p> <p>s) fundamentals of aerodynamics;</p> <p><i>Radiotelephony</i></p>								
--	---	--	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	t) communication procedures and phraseology.								
3.3.1.2.2	3.3.1.2.2 <b>Recommendation.</b> — <i>The applicant should have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a flight engineer licence in at least the following subjects:</i>  a) <i>fundamentals of navigation; principles and operation of self-contained systems; and</i>  b) <i>operational aspects of meteorology.</i>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	See remark under 3.1.1				
3.3.1.3.1	3.3.1.3 <i>Experience</i>  3.3.1.3.1 The applicant shall have completed, under the supervision of a person accepted by the Licensing Authority for that purpose, not less than 100 hours of flight time in the performance of the duties of a flight engineer. The Licensing Authority shall determine whether experience as a flight engineer in a flight simulator, which it has approved, is acceptable as part of the total flight time of 100 hours. Credit for such experience shall be limited to a maximum of 50 hours.		<input type="checkbox"/>	<input checked="" type="checkbox"/>	See remark under 3.1.1				
3.3.1.3.1.1	3.3.1.3.1.1 When the applicant has flight time as a pilot, the Licensing Authority shall determine whether such experience is acceptable and, if so, the		<input type="checkbox"/>	<input checked="" type="checkbox"/>	See remark under				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	extent to which the flight time requirements of 3.3.1.3.1 can be reduced accordingly.								3.1.1 e
3.3.1.3.2	<p>3.3.1.3.2 The applicant shall have operational experience in the performance of the duties of a flight engineer, under the supervision of a flight engineer accepted by the Licensing Authority for that purpose, in at least the following areas:</p> <p>a) <i>Normal procedures</i></p> <ul style="list-style-type: none"> <li>— pre-flight inspections</li> <li>— fuelling procedures, fuel management</li> <li>— inspection of maintenance documents</li> <li>— normal flight deck procedures during all phases of flight</li> <li>— crew coordination and procedures in case of crew incapacitation</li> <li>— defect reporting</li> </ul> <p>b) <i>Abnormal and alternate (standby) procedures</i></p>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	See remark under 3.1.1				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>— recognition of abnormal functioning of aircraft systems</p> <p>— use of abnormal and alternate (standby) procedures</p> <p>c) <i>Emergency procedures</i></p> <p>— recognition of emergency conditions</p> <p>— use of appropriate emergency procedures.</p>								
3.3.1.4.1	<p>3.3.1.4 <i>Skill</i></p> <p>3.3.1.4.1 The applicant shall have demonstrated the ability to perform as flight engineer of an aircraft, the duties and procedures described in 3.3.1.3.2 with a degree of competency appropriate to the privileges granted to the holder of a flight engineer licence, and to:</p> <p>a) recognize and manage threats and errors;</p> <p><i>Note.— Guidance material on the application of threat and error management (TEM) is found in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868), Part II, Section I in</i></p>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	See remark under 3.1.1				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p><i>Chapter 6, and in the Human Factors Training Manual (Doc 9683).</i></p> <p>b) use aircraft systems within the aircraft's capabilities and limitations;</p> <p>c) exercise good judgement and airmanship;</p> <p>d) apply aeronautical knowledge;</p> <p>e) perform all the duties as part of an integrated crew with the successful outcome assured; and</p> <p>f) communicate effectively with the other flight crew members.</p>								
3.3.1.4.2	<p>3.3.1.4.2 The use of an FSTD for performing any of the procedures required during the demonstration of skill described in 3.3.1.4.1 shall be approved by the Licensing Authority, which shall ensure that the FSTD is appropriate to the task.</p>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	See remark under 3.1.1				
3.3.1.5	<p>3.3.1.5 <i>Medical fitness</i></p> <p>The applicant shall hold a current Class 2 Medical Assessment.</p>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	See remark under 3.1.1				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

3.3.2.1	<p>3.3.2 Privileges of the holder of the licence and the conditions to be observed in exercising such privileges</p> <p>3.3.2.1 Subject to compliance with the requirements specified in 1.2.5, 1.2.6 and 1.2.7.1, the privileges of the holder of a flight engineer licence shall be to act as flight engineer of any type of aircraft on which the holder has demonstrated a level of knowledge and skill, as determined by the Licensing Authority on the basis of those requirements specified in 3.3.1.2 and 3.3.1.4 which are applicable to the safe operation of that type of aircraft.</p>		<input type="checkbox"/>	<input checked="" type="checkbox"/>		See remark under 3.1.1				
3.3.2.2	<p>3.3.2.2 The types of aircraft on which the holder of a flight engineer licence is authorized to exercise the privileges of that licence, shall be either entered on the licence or recorded elsewhere in a manner acceptable to the Licensing Authority.</p>		<input type="checkbox"/>	<input checked="" type="checkbox"/>		See remark under 3.1.1				
3.4	<p>3.4 Flight radiotelephone operator</p> <p><i>Note 1.— Where the knowledge and skill of an applicant have been established as satisfactory in respect of the certification requirements for the radiotelephone operator's restricted certificate specified in the general radio regulations annexed to the International Telecommunication Convention and the applicant has met the requirements that are pertinent to the operation of the radiotelephone on board an aircraft, a Contracting</i></p>		<input type="checkbox"/>	<input checked="" type="checkbox"/>		See remark under 3.1.1				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Sigini ficant Difference			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p><i>State may endorse a licence already held by the applicant (as provided for in 5.2.1 XIII) or issue a separate licence as appropriate.</i></p> <p><i>Note 2.— Skill and knowledge requirements on radiotelephony procedures and phraseology have been developed as an integral part of all aeroplane, airship, helicopter and powered-lift pilot licences.</i></p>								
4.1.1	<p>CHAPTER 4. LICENCES AND RATINGS FOR PERSONNEL OTHER THAN FLIGHT CREW MEMBERS</p> <p>4.1 General rules concerning licences and ratings for personnel other than flight crew members</p> <p>4.1.1 An applicant shall, before being issued with any licence or rating for personnel other than flight crew members, meet such requirements in respect of age, knowledge, experience and where appropriate, medical fitness and skill, as are specified for that licence or rating.</p>	Reg. (EU) 1321/2014, Annex III, Part-66, 66.A.15, 66.A.25, 66.A.30, 66.B.100, 66.B.115	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Medical fitness is not required				
4.1.2	4.1.2 An applicant, for any licence or rating for personnel other than flight crew members, shall	Reg. (EU) 1321/2014,	<input checked="" type="checkbox"/>	<input type="checkbox"/>					

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	demonstrate, in a manner determined by the Licensing Authority, such requirements in respect of knowledge and skill as are specified for that licence or rating.	Annex III, Part-66, 66.A.25, 66.A.45								
4.2.1.1	<p>4.2 Aircraft maintenance (technician/engineer/mechanic)</p> <p><i>Note.— The terms in brackets are given as acceptable additions to the title of the licence. Each Contracting State is expected to use in its own regulations the one it prefers.</i></p> <p>4.2.1 Requirements for the issue of the licence</p> <p>4.2.1.1 Age</p> <p>The applicant shall be not less than 18 years of age.</p>	Reg. (EU) 1321/2014, Annex III, Part-66, 66A.15	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
4.2.1.2	<p>4.2.1.2 Knowledge</p> <p>The applicant shall have demonstrated a level of knowledge relevant to the privileges to be granted and appropriate to the responsibilities of an aircraft</p>	Reg. (EU) 1321/2014, Annex III, Part-66. 66 A.25 and Appendix	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Certain subjects enumerated in ICAO Annex 1

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>maintenance licence holder, in at least the following subjects:</p> <p><i>Air law and airworthiness requirements</i></p> <p>a) rules and regulations relevant to an aircraft maintenance licence holder including applicable airworthiness requirements governing certification and continuing airworthiness of aircraft and approved aircraft maintenance organization and procedures;</p> <p><i>Natural science and aircraft general knowledge</i></p> <p>b) basic mathematics; units of measurement; fundamental principles and theory of physics and chemistry applicable to aircraft maintenance;</p> <p><i>Aircraft engineering</i></p> <p>c) characteristics and applications of the materials of aircraft construction including principles of construction and functioning of aircraft structures, fastening techniques; engines and their associated systems; mechanical, fluid, electrical and electronic power sources; aircraft instrument and display systems; aircraft control systems; and airborne navigation and communication systems;</p> <p><i>Aircraft maintenance</i></p> <p>d) tasks required to ensure the continuing airworthiness of an aircraft including methods and</p>							<p>under 4.2.1.2 do not match exactly the modules from the Appendix of Reg. (EU) 1321/2014, Annex III, Part-66</p>
--	--	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>procedures for the overhaul, repair, inspection, replacement, modification or defect rectification of aircraft structures, components and systems in accordance with the methods prescribed in the relevant Maintenance Manuals and the applicable Standards of airworthiness; and</p> <p><i>Human performance</i></p> <p>e) human performance, including principles of TEM, relevant to aircraft maintenance.</p> <p><i>Note.— Guidance material to design training programmes on human performance, including TEM, can be found in the Human Factors Training Manual (Doc 9683).</i></p>								
4.2.1.3	<p>4.2.1.3 <i>Experience</i></p> <p>The applicant shall have had the following experience in the inspection, servicing and maintenance of aircraft or its components:</p> <p>a) for the issue of a licence with privileges for the aircraft in its entirety, at least:</p> <p>1) four years; or</p> <p>2) two years if the applicant has satisfactorily completed an approved training course; and</p>	Reg. (EU) 1321/2014, Annex III, Part-66, Part 66 A.30	<input checked="" type="checkbox"/>	<input type="checkbox"/>					

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>b) for the issue of a licence with privileges restricted in accordance with 4.2.2.2 a) 2) or 3), a period of time that will enable a level of competency equivalent to that required in a) to be attained, provided that this is not less than:</p> <p>1) two years; or</p> <p>2) such a period as the State considers necessary to provide an equivalent level of practical experience to applicants who have satisfactorily completed an approved training course.</p>								
4.2.1.4	<p>4.2.1.4 <i>Training</i></p> <p><b>Recommendation.</b>— <i>The applicant should have completed a course of training appropriate to the privileges to be granted.</i></p> <p><i>Note.</i>— <i>The Manual on Training of Aircraft Maintenance Personnel (Doc 10098) contains guidance material on the design and development of a training programme for aircraft maintenance personnel.</i></p>	Reg. (EU) 1321/2014, Annex III, Part-66, 66.A.25, 66.A.45.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Reg. (EU) 1321/2014, Annex III, Part-66, 66.A.25 only requires for basic training that the level of knowledge is demonstrated by examinations. For aircraft

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

									type training - Approved type rating courses are only required for Group 1 aircraft. For other 2 groups it is optional.	
4.2.1.5	4.2.1.5 <i>Skill</i>  The applicant shall have demonstrated the ability to perform those functions applicable to the privileges to be granted.	Reg. (EU) 1321/2014, Annex IV, Part-147, 147.200(a) and (e) Reg. (EU) 1321/2014, Annex III, Part-66, 66.A.45 Reg. (EU) 1321/2014, Annex II - Part-145, 145.A.35(f)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The skill assessment is not required in case of licence issue based on the basic knowledge examination only. For Cat. A CS the assessment is performed in Reg. (EU)	

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

									1321/2014, Annex II, Part-145 Organisations. For type examination for Group 2 and 3 aircraft the skill assessment is not mandatory.	
4.2.2.1	<p>4.2.2 Privileges of the holder of the licence and the conditions to be observed in exercising such privileges</p> <p>4.2.2.1 Subject to compliance with the requirements specified in 4.2.2.2 and 4.2.2.3, the privileges of the holder of an aircraft maintenance licence shall be to certify the aircraft or parts of the aircraft as airworthy after an authorized repair, modification or installation of an engine, accessory, instrument, and/or item of equipment, and to sign a maintenance release following inspection, maintenance operations and/or routine servicing.</p>	Reg. (EU) 1321/2014, Annex III, Part-66, 66.A.20	<input checked="" type="checkbox"/>	<input type="checkbox"/>		In Reg. (EU) 1321/2014, Annex III, Part-66 different wording is used but it means the same: 'to issue the				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

										certificate of release to service' In addition the kinds of tasks are included in the definition of 'maintenance' in Reg. (EU) 1321/2014.
4.2.2.2	<p>4.2.2.2 The privileges of the holder of an aircraft maintenance licence specified in 4.2.2.1 shall be exercised only:</p> <p>a) in respect of such:</p> <p>1) aircraft as are entered on the licence in their entirety either specifically or under broad categories; or</p>	Reg. (EU) 1321/2014, Annex III, Part-66, 66.A.20 and AMC 66.A.20(b)(3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No certifying staff licencing for the release of the components, the entire aircraft can	

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>2) airframes and engines and aircraft systems or components as are entered on the licence either specifically or under broad categories; and/or</p> <p>3) aircraft avionic systems or components as are entered on the licence either specifically or under broad categories;</p> <p>b) provided that the licence holder is familiar with all the relevant information relating to the maintenance and airworthiness of the particular aircraft for which the licence holder is signing a Maintenance Release, or such airframe, engine, aircraft system or component and aircraft avionic system or component which the licence holder is certifying as being airworthy; and</p> <p>c) on condition that, within the preceding 24 months, the licence holder has either had experience in the inspection, servicing or maintenance of an aircraft or components in accordance with the privileges granted by the licence held for not less than six months, or has met the provision for the issue of a licence with the appropriate privileges, to the satisfaction of the Licensing Authority.</p>								be released by Cat. C CS after the base maintenance.	
4.2.2.3	4.2.2.3 A Contracting State shall prescribe the scope of the privileges of the licence holder in terms of the complexity of the tasks to which the certification relates.	Reg. (EU) 1321/2014, Annex III, Part-66, 66.A.20,	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

		66.A.45, 66.A.50								
4.2.2.3.1	4.2.2.3.1 <b>Recommendation.</b> — <i>Details of the certification privileges should be endorsed on or attached to the licence, either directly or by reference to another document issued by the Contracting State.</i>	Reg. (EU) 1321/2014, Annex III, Part-66, 66.A.45 and EASA Form 26	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
4.2.2.4	4.2.2.4 When a Contracting State authorizes an approved maintenance organization to appoint non-licensed personnel to exercise the privileges of 4.2.2, the person appointed shall meet the requirements specified in 4.2.1.	Reg. (EU) 1321/2014, Annex II, Part-145, 145.A.30(i)(j)(3)(4)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The following personnel is concerned: Component CS; Commander/flight engineer.
4.2.3.1	4.2.3 Privileges of the holder of the licence and the conditions to be observed in exercising such privileges for RPAS		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Regarding the RPA, RPS and RPAS,

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>4.2.3.1 The privileges of the holder of an aircraft maintenance licence specified in 4.2.2.1 shall be exercised only in respect of such:</p> <p>a) RPA or RPS as are entered on the licence either specifically or under broad categories; or</p> <p>b) RPAS and associated C2 link as are entered on the licence either specifically or under broad categories after appropriate knowledge and practical training on maintenance of the RPAS and associated C2 link system.</p>									see remark under 2.11.1.1
4.2.3.2	4.2.3.2 When a Contracting State authorizes an approved maintenance organization to appoint non-licensed personnel to exercise the privileges of 4.2.3, the person appointed shall meet the requirements specified in 4.2.1.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
4.3.1	<p>4.3 Student air traffic controller</p> <p>4.3.1 Contracting States shall take the appropriate measures to ensure that student air traffic controllers do not constitute a hazard to air navigation.</p>	Reg. (EU) 2015/340, Annex I, Part ATCO, ATCO.B.001	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
4.3.2	4.3.2 Medical fitness	Reg. (EU) 2015/340,	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	A Contracting State shall not permit a student air traffic controller to receive instruction in an operational environment unless that student air traffic controller holds a current Class 3 Medical Assessment.	Annex I, Part ATCO, ATCO.B.001								
4.4.1	4.4 Air traffic controller licence  4.4.1 Requirements for the issue of the licence  Before issuing an air traffic controller licence, a Contracting State shall require the applicant to meet the requirements of 4.4.1 and the requirements of at least one of the ratings set out in 4.5. Unlicensed State employees may operate as air traffic controllers on condition that they meet the same requirements.	Reg. (EU) 2015/340, Annex I, Part ATCO, ATCO.B.005	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
4.4.1.1	4.4.1.1 Age  The applicant shall be not less than 21 years of age.	Reg. (EU) 2015/340, Annex I, Part ATCO, ATCO.B.005	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	In Reg. (EU) 2015/340, Annex I, Part ATCO, there is implicitly no age requirement	However, there is an implicit requirement of 18 years of age, to which the time

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

									t for the issuance of an air traffic controller licence.	needed for the accomplishment of the unit endorsement course shall be added, since the requirement is to hold a student air traffic controller licence and complete a unit endorsement course.
4.4.1.2	4.4.1.2 <i>Knowledge</i>	Reg. (EU) 2015/340, Annex I, Part ATCO,	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Sigini ficant Difference
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>The applicant shall have demonstrated a level of knowledge appropriate to the holder of an air traffic controller licence, in at least the following subjects:</p> <p><i>Air law</i></p> <p>a) rules and regulations relevant to the air traffic controller;</p> <p><i>Air traffic control equipment</i></p> <p>b) principles, use and limitations of equipment used in air traffic control;</p> <p><i>General knowledge</i></p> <p>c) principles of flight; principles of operation and functioning of aircraft and RPAS, engines and systems; aircraft performance relevant to air traffic control operations;</p> <p><i>Human performance</i></p> <p>d) human performance including principles of TEM;</p> <p style="text-align: right;"><i>Note.— Guidance material to design training programmes on human performance, including TEM, can be found in the Human Factors Training Manual (Doc 9683).</i></p> <p><i>Meteorology</i></p>	ATCO.B.001, ATCO.D.010								
--	---	------------------------	--	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>e) aeronautical meteorology; use and appreciation of meteorological documentation and information; origin and characteristics of weather phenomena affecting flight operations and safety; altimetry;</p> <p><i>Navigation</i></p> <p>f) principles of air navigation; principle, limitation and accuracy of navigation systems and visual aids; and</p> <p><i>Operational procedures</i></p> <p>g) air traffic control, communication, radiotelephony and phraseology procedures (routine, non-routine and emergency); use of the relevant aeronautical documentation; safety practices associated with flight.</p>									
4.4.1.3.1	<p>4.4.1.3 <i>Experience</i></p> <p>4.4.1.3.1 The applicant shall have completed an approved training course and demonstrated the required competence, having accomplished not less than three months of satisfactory service engaged in the actual control of air traffic under the supervision of an air traffic control (ATC) on-the-job training instructor (OJTI). The experience requirements specified for air traffic controller ratings in 4.5 may be credited as part of the experience specified in this paragraph.</p>	Reg. (EU) 2015/340, Annex I, Part ATCO, ATCO.B.005, ATCO.D.060	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The unit endorsement course duration is not established by Reg. (EU) 2015/340	It is a task for the EASA Member States to approve the unit training plans (which include

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

										the unit endorsement course(s)), but no time limit is set by Regulation (neither maximum nor minimum).
4.4.1.3.2	<p>4.4.1.3.2 An air traffic controller acting as an air traffic control on-the-job training instructor shall hold an appropriate rating and be qualified as an air traffic control on-the-job training instructor.</p> <p><i>Note.— The Procedures for Air Navigation Services — Training (Doc 9868) contains guidance on the qualification of air traffic control on-the-job training instructors and on competency-based training and assessment for air traffic controllers. The Manual on Air Traffic Controller Competency-based Training and Assessment and the Manual on Air Traffic Control On-the-Job Training Instructor Competency-based Training and Assessment (Doc 10056, Volumes I and II) provide additional guidance to support stakeholders in the</i></p>		<input type="checkbox"/>							

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<i>successful implementation of competency-based training and assessment for air traffic controllers.</i>									
4.4.1.4	4.4.1.4 <i>Medical fitness</i>  The applicant shall hold a current Class 3 Medical Assessment.	Reg. (EU) 2015/340, Annex I, Part ATCO, ATCO.B.005	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
4.5.1	4.5 Air traffic controller ratings  4.5.1 Categories of air traffic controller ratings  Air traffic controller ratings shall comprise the following categories:  a) aerodrome control rating;  b) approach control procedural rating;  c) approach control surveillance rating;  d) approach precision radar control rating;  e) area control procedural rating; and  f) area control surveillance rating.	Reg. (EU) 2015/340, Annex I, Part ATCO, ATCO.B.010	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The list of ratings in Reg. (EU) 2015/340, is slightly different: a) aerodrome control visual; b) aerodrome control instrument; c) approach control procedural; d) approach control	Some ratings are slightly different , although Reg. (EU) 2015/340 covers all of them. The ICAO Annex 1 "approach precision radar

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<i>Note.— The World Meteorological Organization has specified requirements for personnel making meteorological observations which apply to air traffic controllers providing such a service.</i>								surveillance; e) area control procedural; f) area control surveillance.	control rating" is equivalent to the "precision approach radar" rating endorsement set by Reg. (EU) 2015/340
4.5.2.1	<p>4.5.2 Requirements for air traffic controller ratings</p> <p>4.5.2.1 <i>Knowledge</i></p> <p>The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted, in at least the following subjects in so far as they affect the area of responsibility:</p> <p>a) <i>aerodrome control rating:</i></p> <p>1) aerodrome layout; physical characteristics and visual aids;</p>	Reg. (EU) 2015/340, Annex I, Part ATCO, ATCO.B.001 ATCO.B.010, ATCO.D.030, ATCO.D.040 and their AMCs	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Sigini- ficant Differ- ence
				Level of implementation of SARPs						
				A) More Exactin- g or Exceed- s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>2) airspace structure;</p> <p>3) applicable rules, procedures and source of information;</p> <p>4) air navigation facilities;</p> <p>5) air traffic control equipment and its use;</p> <p>6) terrain and prominent landmarks;</p> <p>7) characteristics of air traffic;</p> <p>8) weather phenomena; and</p> <p>9) emergency and search and rescue plans;</p> <p>b) <i>approach control procedural and area control procedural ratings:</i></p> <p>1) airspace structure;</p> <p>2) applicable rules, procedures and source of information;</p> <p>3) air navigation facilities;</p> <p>4) air traffic control equipment and its use;</p>								
--	--	--	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>5) terrain and prominent landmarks;</p> <p>6) characteristics of air traffic and traffic flow;</p> <p>7) weather phenomena; and</p> <p>8) emergency and search and rescue plans; and</p> <p>c) <i>approach control surveillance, approach precision radar control and area control surveillance ratings</i>: The applicant shall meet the requirements specified in b) in so far as they affect the area of responsibility, and shall have demonstrated a level of knowledge appropriate to the privileges granted, in at least the following additional subjects:</p> <p>1) principles, use and limitations of applicable ATS surveillance systems and associated equipment; and</p> <p>2) procedures for the provision of ATS surveillance service, as appropriate, including procedures to ensure appropriate terrain clearance.</p>									
4.5.2.2.1	4.5.2.2 <i>Experience</i>	Reg. (EU) 2015/340, Annex I, Part	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The unit endorsement course	It is a task for the

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>4.5.2.2.1 The applicant shall have:</p> <p>a) satisfactorily completed an approved training course;</p> <p>b) demonstrated the required competence while providing, under the supervision of an air traffic control (ATC) on-the-job training instructor (OJTI), one or more of the following:</p> <p>1) <i>aerodrome control rating</i>: an aerodrome control service, for a period of not less than 90 hours or one month, whichever is greater, at the unit for which the rating is sought;</p> <p>2) <i>approach control procedural, approach control surveillance, area control procedural or area control surveillance rating</i>: the control service for which the rating is sought, for a period of not less than 180 hours or three months, whichever is greater, at the unit for which the rating is sought; and</p> <p>3) <i>approach precision radar control rating</i>: not less than 200 precision approaches of which not more than 100 shall have been carried out on a radar simulator approved for that purpose by the Licensing Authority. Not less than 50 of those precision approaches shall have been carried out at the unit and on the equipment for which the rating is sought; and</p> <p>c) if the privileges of the approach control surveillance rating include surveillance radar approach duties, the experience shall include not less than 25 plan</p>	<p>ATCO. ATCO.B.005, ATCO.D.060</p>						<p>duration is not established by Reg. (EU) 2015/340</p>	<p>EASA Member States to approve the unit training plans (including the unit endorsement course(s)), but no time limit is set by Regulation (neither maximum nor minimum). If the unit training plans approved by the Member State comply with the</p>
--	--	---	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	position indicator approaches on the surveillance equipment of the type in use at the unit for which the rating is sought and under the supervision of an air traffic control (ATC) on-the-job training instructor (OJTI).									standard , the Member State should indicate no difference.
4.5.2.2.2	4.5.2.2.2 The application for a rating shall be made within six months from the completion of experience specified in 4.5.2.2.1 b).	Reg. (EU) 2015/340, Annex I, Part ATCO, ATCO.B.020, ATCO.B.025	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The validity period of unit endorsements for initial issue and renewal shall commence not later than 30 days from the date on which the assessment has been successfully completed	The unit endorsement validity has to commence at the latest 30 days after the assessment which is part of the unit endorsement course

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

4.5.2.2.3	4.5.2.2.3 When the applicant already holds an air traffic controller rating in another category, or the same rating for another unit, the Licensing Authority shall determine whether the experience requirement of 4.5.2.2 can be reduced, and if so, to what extent.	Reg. (EU) 2015/340, Annex I, Part ATCO, ATCO.D.055	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
4.5.2.3	4.5.2.3 <i>Skill</i>  The applicant shall have demonstrated, at a level appropriate to the privileges being granted, the skill, judgement and performance required to provide a safe, orderly and expeditious control service, including the recognition and management of threats and errors.  <i>Note.— Guidance material on the application of threat and error management (TEM) is found in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868), Part II, Section I in Chapter 6, and in the Human Factors Training Manual (Doc 9683).</i>	Reg. (EU) 2015/340, Annex I, Part ATCO, ATCO.D.055	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
4.5.2.4	4.5.2.4 <i>Concurrent issuance of two air traffic controller ratings</i>  When two air traffic controller ratings are sought concurrently, the Licensing Authority shall determine the applicable requirements on the basis of the requirements for each rating. These requirements shall not be less than those of the more demanding rating.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		No corresponding article exists.

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

4.5.3.1	<p>4.5.3 Privileges of the holder of the air traffic controller rating(s) and the conditions to be observed in exercising such privileges</p> <p>4.5.3.1 Subject to compliance with the requirements specified in 1.2.5, 1.2.6, 1.2.7.1 and 1.2.9, the privileges of the holder of an air traffic controller licence endorsed with one or more of the undermentioned ratings shall be:</p> <p>a) <i>aerodrome control rating</i>: to provide or to supervise the provision of aerodrome control service for the aerodrome for which the licence holder is rated;</p> <p>b) <i>approach control procedural rating</i>: to provide or to supervise the provision of approach control service for the aerodrome or aerodromes for which the licence holder is rated, within the airspace or portion thereof, under the jurisdiction of the unit providing approach control service;</p> <p>c) <i>approach control surveillance rating</i>: to provide and/or supervise the provision of approach control service with the use of applicable ATS surveillance systems for the aerodrome or aerodromes for which the licence holder is rated, within the airspace or portion thereof, under the jurisdiction of the unit providing approach control service;</p>	Reg. (EU) 2015/340, Annex I, Part ATCO, ATCO.B.010	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Some ratings are slightly different, although Reg. (EU) 2015/340, covers all of them.	The ICAO Annex 1 'approach precision radar control rating' is equivalent to the 'precision approach radar' rating endorsement established by Reg. (EU) 2015/340
---------	---	--	--------------------------	--------------------------	-------------------------------------	--------------------------	--------------------------	--------------------------	---	---

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>1) subject to compliance with the provisions of 4.5.2.2.1 c), the privileges shall include the provision of surveillance radar approaches;</p> <p>d) <i>approach precision radar control rating</i>: to provide and/or supervise the provision of precision approach radar service at the aerodrome for which the licence holder is rated;</p> <p>e) <i>area control procedural rating</i>: to provide and/or supervise the provision of area control service within the control area or portion thereof, for which the licence holder is rated; and</p> <p>f) <i>area control surveillance rating</i>: to provide and/or supervise the provision of area control service with the use of an ATS surveillance system, within the control area or portion thereof, for which the licence holder is rated.</p>									
4.5.3.2	4.5.3.2 Before exercising the privileges indicated in 4.5.3.1, the licence holder shall be familiar with all pertinent and current information.	Reg. (EU) 2015/340, Annex I, Part ATCO, ATCO.B.005	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
4.5.3.3	4.5.3.3 A Contracting State having issued an air traffic controller licence shall not permit the holder thereof to carry out instruction in an operational environment unless such holder has received proper authorization from such Contracting State.	Reg. (EU) 2015/340, Annex I, Part ATCO, ATCO.C.005,	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Holders of an instructor endorsement shall be	

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

		ATCO.C.010							authorized to provide on-the-job training and supervision at a working position for areas covered by a valid unit endorsement	
4.5.3.4	<p>4.5.3.4 <i>Validity of ratings</i></p> <p>A rating shall become invalid when an air traffic controller has ceased to exercise the privileges of the rating for a period determined by the Licensing Authority. That period shall not exceed six months. A rating shall remain invalid until the controller's ability to exercise the privileges of the rating has been re-established.</p>	Reg. (EU) 2015/340, Annex I, Part ATCO, ATCO.B.020 (g), ATCO.B.025, ATCO.B.010 (b)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Although the concept of 'invalidation of a rating' as such does not exist, by meeting these two requirements, the holder of an air traffic controller licence is not	The validity of the ratings is maintained through the regular revalidation of the unit endorsements that is linked to the

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

									allowed to exercise the privileges of a rating after a period of absence of more than 90 days or if the revalidation of the unit endorsement fails due to the non-availability of the minimum number of working hours.	exercise of the privileges for a defined number of minimum hours. In addition, the maximum number of continuous absence cannot exceed 90 days.
4.6.1.1	4.6 Flight operations officer/flight dispatcher licence  4.6.1 Requirements for the issue of the licence		<input type="checkbox"/>	<input checked="" type="checkbox"/>		This falls under the national competence of the				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	4.6.1.1 <i>Age</i>  The applicant shall be not less than 21 years of age.								EASA Member States
4.6.1.2	4.6.1.2 <i>Knowledge</i>  The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a flight operations officer licence, in at least the following subjects:  <i>Air law</i>  a) rules and regulations relevant for operational control and to the holder of a flight operations officer licence; appropriate air traffic services practices and procedures;  <i>Aircraft general knowledge</i>  b) principles of operation of aeroplane engines, systems and instruments;  c) operating limitations of aeroplanes and engines;  d) minimum equipment list and configuration deviation list;  <i>Flight performance calculation, planning procedures and loading</i>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	See remark under 4.6.1.1				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Sigini- ficant Differ- ence
				Level of implementation of SARPs						
				A) More Exactin- g or Exceed- s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>e) effects of loading and mass distribution on aircraft performance and flight characteristics; mass and balance calculations;</p> <p>f) operational flight planning; fuel consumption and endurance calculations; alternate aerodrome selection procedures; en-route cruise control; extended range operation;</p> <p>g) take off performance including field length, climb and obstacle criteria and limitation;</p> <p>h) cruise performance including minimum altitudes, decompression/engine out/gear down scenario planning;</p> <p>i) landing performance including approach climb and field length criteria and limitations;</p> <p>j) preparation and filing of air traffic services flight plans;</p> <p>k) basic principles of computer-assisted planning systems;</p> <p><i>Human performance</i></p> <p>l) human performance relevant to operational control duties, including principles of TEM;</p> <p><i>Note.— Guidance material to design training programmes on human performance,</i></p>								
--	--	--	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p><i>including TEM, can be found in the Human Factors Training Manual (Doc 9683). Meteorology</i></p> <p>m) aeronautical meteorology; the movement of pressure systems; the structure of fronts, and the origin and characteristics of significant weather phenomena which affect take-off, en-route and landing conditions;</p> <p>n) interpretation and application of aeronautical meteorological reports, charts and forecasts; codes and abbreviations; use of, and procedures for obtaining, meteorological information;</p> <p><i>Navigation</i></p> <p>o) principles of air navigation with particular reference to instrument flight;</p> <p><i>Operational procedures</i></p> <p>p) use of aeronautical documentation and standard operating procedures;</p> <p>q) operational procedures for the carriage of freight and dangerous goods;</p> <p>r) procedures relating to aircraft accidents and incidents; emergency flight procedures;</p> <p>s) procedures relating to unlawful interference and sabotage of aircraft;</p>								
--	--	--	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p><i>Principles of flight</i></p> <p>t) principles of flight relating to the appropriate category of aircraft; and</p> <p><i>Radio communication</i></p> <p>u) procedures for communicating with aircraft and relevant ground stations.</p>								
4.6.1.3.1	<p>4.6.1.3 <i>Experience</i></p> <p>4.6.1.3.1 The applicant shall have gained the following experience:</p> <p>a) a total of two years of service in any one or in any combination of the capacities specified in 1) to 3) inclusive, provided that in any combination of experience the period serviced in any capacity shall be at least one year:</p> <p>1) a flight crew member in air transportation; or</p> <p>2) a meteorologist in an organization providing operational control to aircraft in air transportation; or</p>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	See remark under 4.6.1.1				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Sigini ficant Difference			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>3) an air traffic controller; or a technical supervisor of flight operations officers or air transportation flight operations systems;</p> <p><i>or</i></p> <p>b) at least one year as an assistant in the dispatching of air transport;</p> <p><i>or</i></p> <p>c) have satisfactorily completed a course of approved training.</p>									
4.6.1.3.2	4.6.1.3.2 The applicant shall have served under the supervision of a flight operations officer for at least 90 working days within the six months immediately preceding the application.		<input type="checkbox"/>	<input checked="" type="checkbox"/>		See remark under 4.6.1.1				
4.6.1.4	<p>4.6.1.4 <i>Skill</i></p> <p>The applicant shall have demonstrated the ability to:</p> <p>a) identify and to retrieve aeronautical data and other information relevant for the analysis of operational situations and risks;</p> <p>b) identify and evaluate the risk factors and the possible consequences for flight operations;</p>		<input type="checkbox"/>	<input checked="" type="checkbox"/>		See remark under 4.6.1.1				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>c) identify and evaluate actions considering risk, the effect on flight safety and regularity of the operation;</p> <p>d) determine an appropriate course of action based on the responsibilities and policies described in the operation manuals;</p> <p>e) apply appropriate standard and non-standard procedures from the operations manual for the initiation, planning, continuation, diversion or termination of flights in the interest of safety of the aircraft and regularity and efficiency of the operation;</p> <p>f) make an accurate and operationally acceptable weather analysis; provide an operationally valid briefing on weather conditions of a specific air route; forecast weather trends pertinent to air transportation with particular reference to destination and alternates;</p> <p>g) identify and apply operational limitations and minimums in relation to the weather, aircraft status and appropriate navigation procedures;</p> <p>h) determine the optimum flight path for a given segment, and create accurate manual and/or computer generated flight plans;</p> <p>i) provide operating supervision and all other assistance to a flight in actual or simulated adverse weather conditions, as appropriate to the duties of the holder of a flight operations officer licence; and</p>								
--	---	--	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>j) recognize and manage threats and errors.</p> <p><i>Note.— Guidance material on the application of threat and error management (TEM) is found in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868), Part II, Section I in Chapter 6, and in the Human Factors Training Manual (Doc 9683).</i></p>								
4.6.2	<p>4.6.2 Privileges of the holder of the licence and the conditions to be observed in exercising such privileges</p> <p>Subject to compliance with the requirements specified in 1.2.5, the privileges of the holder of a flight operations officer licence shall be to serve in that capacity with responsibility for each area for which the applicant meets the requirements specified in Annex 6.</p>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	See remark under 4.6.1.1				
4.7.1.1	<p>4.7 Aeronautical station operator licence</p> <p><i>Note.— This licence is not intended for personnel providing AFIS. Guidance on the qualifications to be met by these personnel can be found in Circular 211, Aerodrome Flight Information Service (AFIS).</i></p> <p>4.7.1 Requirements for the issue of the licence</p>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	See remark under 4.6.1.1				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	4.7.1.1 Before issuing an aeronautical station operator licence, a Contracting State shall require the applicant to meet the requirements of 4.7.1. Unlicensed individuals may operate as aeronautical station operators on the condition that the State from which they operate ensures that they meet the same requirements.								
4.7.1.2	4.7.1.2 <i>Age</i>  The applicant shall be not less than 18 years of age.		<input type="checkbox"/>	<input checked="" type="checkbox"/>	See remark under 4.6.1.1				
4.7.1.3	4.7.1.3 <i>Knowledge</i>  The applicant shall have demonstrated a level of knowledge appropriate to the holder of an aeronautical station operator, in at least the following subjects:  <i>General knowledge</i>  a) air traffic services provided within the State;  <i>Operational procedures</i>  b) radiotelephony procedures; phraseology; telecommunication network;		<input type="checkbox"/>	<input checked="" type="checkbox"/>	See remark under 4.6.1.1				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p><i>Rules and regulations</i></p> <p>c) rules and regulations applicable to the aeronautical station operator; and</p> <p><i>Telecommunication equipment</i></p> <p>d) principles, use and limitations of telecommunication equipment in an aeronautical station.</p>								
4.7.1.4	<p>4.7.1.4 <i>Experience</i></p> <p>The applicant shall have:</p> <p>a) satisfactorily completed an approved training course within the 12-month period immediately preceding application, and have served satisfactorily under a qualified aeronautical station operator for not less than two months; or</p> <p>b) satisfactorily served under a qualified aeronautical station operator for not less than six months during the 12-month period immediately preceding application.</p>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	See remark under 4.6.1.1				
4.7.1.5	<p>4.7.1.5 <i>Skill</i></p>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	See remark under				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	The applicant shall demonstrate, or have demonstrated, competency in:  a) operating the telecommunication equipment in use; and  b) transmitting and receiving radiotelephony messages with efficiency and accuracy.								4.6.1.1
4.7.2	4.7.2 Privileges of the aeronautical station operator and the conditions to be observed in exercising such privileges  Subject to compliance with the requirements specified in 1.2.5 and 1.2.9, the privileges of the holder of an aeronautical station operator licence shall be to act as an operator in an aeronautical station. Before exercising the privileges of the licence, the holder shall be familiar with all pertinent and current information regarding the types of equipment and operating procedures used at that aeronautical station.		<input type="checkbox"/>	<input checked="" type="checkbox"/>	See remark under 4.6.1.1				
4.8	4.8 Aeronautical meteorological personnel  <i>Note.— The requirements for qualifications, competencies, education and training for all aeronautical meteorological personnel are the responsibility of the World Meteorological Organization (WMO) in accordance with the Working Arrangements between the</i>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	See remark under 4.6.1.1				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	International Civil Aviation Organization and the World Meteorological Organization ( <i>Doc 7475</i> ). <i>The requirements can be found in the Technical Regulations (WMO-No. 49), Volume I — General Meteorological Standards and Recommended Practices, Part V — Qualifications and Competencies of Personnel Involved in the Provision of Meteorological (Weather and Climate) and Hydrological Services, Part VI — Education and Training of Meteorological Personnel, and Appendix A — Basic Instruction Packages.</i>									
5.1.1	<p>CHAPTER 5. SPECIFICATIONS FOR PERSONNEL LICENCES</p> <p><b>5.1 General</b></p> <p>5.1.1 A personnel licence issued by a Contracting State in accordance with the relevant provisions of this Annex shall conform to one of the following specifications in this chapter:</p> <p>a) licences issued on first quality paper or other suitable material, including plastic cards; or</p>	Reg. (EU) 1178/2011, Annex VI, Part-ARA, ARA.FCL.2000 under (a) and Appendix I to Part-ARA, Licence format, EASA Form 141 Reg. (EU) 1321/2014, Annex III (Part-66), Appendix VI	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Regarding ICAO Annex 1 paragraph 5.1.1 (b): The requirements for the introduction of EPL is being developed in EASA's rulemaki				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>b) electronic personnel licences on self-contained mobile electronic visual display devices.</p> <p><i>Note.— Examples of self-contained mobile electronic visual display devices are mobile phones, tablets or other mobile devices.</i></p>	<p>Aircraft maintenance licence, EASA Form 26 Reg. (EU) 2015/340, Annex I, Part ATCO, ATCO.A.005 under (d) and Annex II, Part ATCO.AR, Appendix 1, Format for Licences, Air traffic controller licence, EASA Form 152</p>								ng task RMT.07 37.
5.1.2	<p>5.1.2 A Contracting State having issued a licence shall ensure that other States are able to easily determine the licence privileges and validity of ratings.</p> <p><i>Note.— Operator records or a flight crew member's personal log book, in which maintenance of competency and recent experience may be satisfactorily recorded, are not normally carried on international flights.</i></p>	See State Reference under 5.1.1	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

5.2.1	<p><b>5.2 Specifications for licences issued on first quality paper or other suitable material, including plastic cards</b></p> <p style="text-align: center;">5.2.1 Details</p> <p>The following details shall appear on the licence issued on first quality paper or other suitable material, including a plastic card:</p> <p>I) Name of State (in bold type);</p> <p>II) Title of licence (in very bold type);</p> <p>III) Serial number of the licence, in Arabic numerals, given by the authority issuing the licence;</p> <p>IV) Name of holder in full (in Roman alphabet also if script of national language is other than Roman);</p> <p>IVa) Date of birth;</p> <p>V) Address of holder if desired by the State;</p> <p>VI) Nationality of holder;</p> <p>VII) Signature of holder;</p>	See State Reference under 5.1.1	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The aircraft maintenance licence (EASA Form 26), as set out in Reg. (EU) No 1321/2014, Annex III (Part-66), Appendix VI, additionally includes the holder's place of birth.
-------	--	---------------------------------	--------------------------	-------------------------------------	--------------------------	--------------------------	--------------------------	--------------------------	---

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>VIII) Authority and, where necessary, conditions under which the licence is issued;</p> <p>IX) Certification concerning validity and authorization for holder to exercise privileges appropriate to licence;</p> <p>X) Signature of officer issuing the licence and the date of such issue;</p> <p>XI) Seal or stamp of authority issuing the licence;</p> <p>XII) Ratings, e.g. category, class, type of aircraft, airframe, aerodrome control, etc.;</p> <p>XIII) Remarks, i.e. special endorsements relating to limitations and endorsements for privileges, including an endorsement of language proficiency, and other information required in pursuance to Article 39 of the Chicago Convention; and</p> <p>XIV) Any other details desired by the State issuing the licence.</p>									
5.2.2	<p>5.2.2 Material</p> <p>First quality paper or other suitable material, including plastic cards, shall be used and the items mentioned in 5.2.1 shown clearly thereon.</p>	See State Reference under 5.1.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No corresponding provisions on the material of the licence	

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

									in Reg. (EU) 1321/2014, Annex III, Part-66.	
5.2.3	5.2.3 Language  When licences are issued in a language other than English, the licence shall include an English translation of at least items I), II), VI), IX), XII), XIII) and XIV). When provided in a language other than English, authorizations issued in accordance with 1.2.2.1 shall include an English translation of the name of the State issuing the authorization, the limit of validity of the authorization and any restriction or limitation that may be established.	See State Reference under 5.1.1	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	For maintenance staff the requirements are different but serve the same purpose, in particular when licence is issued by the the EASA MS in the national language and the bearer is working in that MS, the rule allows for such	

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

									licence not to have any English translation.	
5.2.4	<p>5.2.4 Arrangement of items</p> <p>Item headings on the licence shall be uniformly numbered in roman numerals as indicated in 5.2.1, so that on any licence the number will, under any arrangement, refer to the same item heading.</p> <p><i>Note.— Item headings may be arranged in such order as may best suit the convenience of the Contracting State issuing the licence.</i></p>	See State Reference under 5.1.1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.3.1	<p><b>5.3 Specifications for electronic personnel licences</b></p> <p>5.3.1 Electronic personnel licences shall be issued in accordance with the specifications of this section.</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The requirements for the introduction of EPL is being developed in EASA's rulemaking task

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

										RMT.0737.
5.3.1.1	5.3.1.1 The licence information shall replicate the information contained in the Licensing Authority's electronic records and contain a common form in accordance with Appendix 4.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 5.3.1
5.3.1.2	5.3.1.2 The licence shall have the digital signature of the Licensing Authority's officer issuing the licence and the most recent date and time of issue.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 5.3.1
5.3.1.3	5.3.1.3 Digital signatures on licences shall conform to recognized international standards and have an appropriate level of security.  <i>Note.— Guidance on digital signatures is contained in the Manual of Procedures for Establishment and Management of a State's Personnel Licensing System (Doc 9379).</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 5.3.1
5.3.2.1	5.3.2 Medium (material)		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 5.3.1

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Sigini ficant Difference			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	5.3.2.1 The licence details shall be displayed on self-contained mobile electronic visual display devices.									
5.3.2.2	5.3.2.2 The image of the licence displayed shall contain suitable active security features to differentiate it from a static image.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 5.3.1
5.3.3	5.3.3 Language  The licence shall include the acronym “ICAO” as a hyperlink to an electronic display of the licence in the English language in accordance with the common form in Appendix 4.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 5.3.1
5.3.4	5.3.4 Arrangement of items  The licence shall contain a view that replicates the wording and arrangement, in the English language, of the common form shown in Appendix 4.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 5.3.1
5.3.5.1	5.3.5 Online and offline verification		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	5.3.5.1 The authenticity and validity of the licence shall be electronically verifiable online when an internet connection is available.									5.3.1
5.3.5.2	5.3.5.2 The authenticity and validity of the licence shall be electronically verifiable offline when there is no internet connectivity available through a means that imposes no undue burden on the State(s) verifying the authenticity or validity of the licence.  <i>Note.— Guidance on a standard software application that States issuing electronic personnel licences can use for a harmonized, offline means of licence verification is contained in the Electronic Personnel Licence and Related Record-keeping chapter of the Manual of Procedures for Establishment and Management of a State’s Personnel Licensing System (Doc 9379).</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 5.3.1
5.3.6	5.3.6 Medical assessments  The licence shall include, when applicable, the current medical assessment with class, expiry date, and any medical limitations deemed relevant by the Licensing Authority.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark under 5.3.1
5.3.7	5.3.7 Additional supplementary information		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See remark

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	When supplementary information is added to the licence, it shall also be inserted in the additional supplementary information section of the common form in Appendix 4.									under 5.3.1
6.1.1	<p>CHAPTER 6. MEDICAL PROVISIONS FOR LICENSING</p> <p><i>Note 1.— The Standards and Recommended Practices established in this chapter cannot, on their own, be sufficiently detailed to cover all possible individual situations. Of necessity, many decisions relating to the evaluation of medical fitness must be left to the judgement of the individual medical examiner. The evaluation must, therefore, be based on a medical examination conducted throughout in accordance with the highest standards of medical practice.</i></p> <p><i>Note 2.— Predisposing factors for disease, such as obesity and smoking, may be important for determining whether further evaluation or investigation is necessary in an individual case.</i></p> <p><i>Note 3.— In cases where the applicant does not fully meet the medical requirements and in complicated and unusual cases, the evaluation may have to be deferred and the case submitted to the medical assessor of the Licensing Authority for final evaluation. In such</i></p>	Reg. (EU) 1178/2011, Annex IV, Part-MED Reg. (EU) 2015/340, Annex IV, Part ATCO.MED	<input checked="" type="checkbox"/>	<input type="checkbox"/>		NB: EASA does not regulate Flight engineers and Flight Navigators: this falls under the national competence of the EASA Member States				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p><i>cases due regard must be given to the privileges granted by the licence applied for or held by the applicant for the Medical Assessment, and the conditions under which the licence holder is going to exercise those privileges in carrying out assigned duties.</i></p> <p><i>Note 4.— See the administrative clause in 1.2.4.10 dealing with accredited medical conclusion.</i></p> <p><i>Note 5.— Guidance material to assist Licensing Authorities and medical examiners is published separately in the Manual of Civil Aviation Medicine (Doc 8984). This guidance material also contains a discussion of the terms “likely” and “significant” as used in the context of the medical provisions in Chapter 6.</i></p> <p><i>Note 6.— Basic safety management principles, when applied to the medical assessment process, can help ensure that aeromedical resources are utilized effectively.</i></p> <p>6.1 Medical Assessments — General</p> <p>6.1.1 Classes of Medical Assessment</p> <p>Three classes of Medical Assessment shall be established as follows:</p> <p>a) Class 1 Medical Assessment;</p>								
--	---	--	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>applies to applicants for, and holders of:</p> <ul style="list-style-type: none"> <li>— commercial pilot licences — aeroplane, airship, helicopter and powered-lift</li> <li>— multi-crew pilot licences — aeroplane</li> <li>— airline transport pilot licences — aeroplane, helicopter and powered-lift</li> </ul> <p>b) Class 2 Medical Assessment;</p> <p>applies to applicants for, and holders of:</p> <ul style="list-style-type: none"> <li>— flight navigator licences</li> <li>— flight engineer licences</li> <li>— private pilot licences — aeroplane, airship, helicopter and powered-lift</li> <li>— glider pilot licences</li> <li>— free balloon pilot licences</li> </ul> <p>c) Class 3 Medical Assessment;</p> <p>applies to applicants for, and holders of:</p> <ul style="list-style-type: none"> <li>— air traffic controller licences</li> </ul>								
--	---	--	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	— remote pilot licences.									
6.1.2	6.1.2 The applicant for a Medical Assessment shall provide the medical examiner with a personally certified statement of medical facts concerning personal, familial and hereditary history. The applicant shall be made aware of the necessity for giving a statement that is as complete and accurate as the applicant's knowledge permits, and any false statement shall be dealt with in accordance with 1.2.4.7.1.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.A.025, MED.A.030 Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED.A025, ATCO.MED.A.035	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.1.3	6.1.3 The medical examiner shall report to the Licensing Authority any individual case where, in the examiner's judgement, an applicant's failure to meet any requirement, whether numerical or otherwise, is such that exercise of the privileges of the licence being applied for, or held, is not likely to jeopardize flight safety (1.2.4.10).	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.001	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.1.4	6.1.4 The level of medical fitness to be met for the renewal of a Medical Assessment shall be the same as that for the initial assessment except where otherwise specifically stated.	Reg. (EU) 1178/2011, Annex IV, Part-MED, Reg. (EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<i>Note.— The intervals between routine medical examinations for the purpose of renewing Medical Assessments are specified in 1.2.5.2.</i>	2015/340, Annex IV, Part ATCO.MED								
6.2.1	<p>6.2 Requirements for Medical Assessments</p> <p>6.2.1 General</p> <p>An applicant for a Medical Assessment issued in accordance with the terms of 1.2.4.1 shall undergo a medical examination based on the following requirements:</p> <p>a) physical and mental;</p> <p>b) visual and colour perception; and</p> <p>c) hearing.</p>	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.005, MED.B.070, MED.B.075, MED.B.080 Reg. (EU) 2015/340, Annex IV, Part ATCO.MED	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.2.2	<p>6.2.2 Physical and mental requirements</p> <p>An applicant for any class of Medical Assessment shall be required to be free from:</p> <p>a) any abnormality, congenital or acquired; or</p>	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.005 Reg. (EU) 2015/340, Annex IV,	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>b) any active, latent, acute or chronic disability; or</p> <p>c) any wound, injury or sequelae from operation; or</p> <p>d) any effect or side-effect of any prescribed or non-prescribed therapeutic, diagnostic or preventive medication taken;</p> <p>such as would entail a degree of functional incapacity which is likely to interfere with the safe operation of an aircraft or with the safe performance of duties.</p> <p><i>Note.— Use of herbal medication and alternative treatment modalities requires particular attention to possible side-effects.</i></p>	Part ATCO.MED, ATCO.MED. B.005								
6.2.3.1	<p>6.2.3 Visual acuity test requirements</p> <p>6.2.3.1 The methods in use for the measurement of visual acuity are likely to lead to differing evaluations. To achieve uniformity, therefore, Contracting States shall ensure that equivalence in the methods of evaluation be obtained.</p>	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.070 Reg. (EU) 1178/2011 Reg. (EU) 2015/340, Annex IV, Part ATCO.ME, ATCO.MED.	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

		B.070								
6.2.3.2	<p>6.2.3.2 <b>Recommendation.</b>— <i>The following should be adopted for tests of visual acuity:</i></p> <p>a) <i>Visual acuity tests should be conducted in an environment with a level of illumination that corresponds to ordinary office illumination (30-60 cd/m<sup>2</sup>).</i></p> <p>b) <i>Visual acuity should be measured by means of a series of Landolt rings or similar optotypes, placed at a distance from the applicant appropriate to the method of testing adopted.</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not defined in EU rules.	
6.2.4.1	<p>6.2.4 Colour perception requirements</p> <p>6.2.4.1 Contracting States shall use such methods of examination as will guarantee reliable testing of colour perception.</p>	<p>Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.075 and ED Decision 2019/002, AMC1 MED.B.075 Colour vision Reg. (EU) 2015/340, Annex IV, Part ATCO.MED,</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

		ATCO.MED. B.075 and ED Decision 2015/010 AMC1 and GM1 ATCO.MED. B.075								
6.2.4.2	6.2.4.2 The applicant shall be required to demonstrate the ability to perceive readily those colours the perception of which is necessary for the safe performance of duties.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.075 Reg. (EU) 2015/340, Annex IV, Part ATCO.MED ATCO.MED. 075	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	For ATCO, the requirements in Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, are more restrictive: applicants shall be normal trichromats.	The operational tasks that ATCOs have to perform require normal colour vision, no derogations are possible.
6.2.4.3	6.2.4.3 The applicant shall be tested for the ability to correctly identify a series of pseudoisochromatic plates in daylight or in artificial light of the same colour temperature such as that provided by CIE standard illuminants C or D <sub>65</sub> as specified by the International Commission on Illumination (CIE).	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.075 and ED	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	For aircrew the requirements in Reg. (EU) 1178/2011,	The operational tasks that ATCOs have to

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

		Decision 2019/002, AMC1 MED.B.075 Colour vision Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED. B.075 and ED Decision 2015/010 AMC1 and GM1 ATCO.MED. B.075						Annex IV, Part-ME state that applicants shall pass the Ishihara test. For ATCO the requirements in Reg. (EU) 2015/340, Annex IV, Part ATCO.MED are more restrictive: pseudoisochromatic plate testing alone is not sufficient. Colour vision should be assessed using means to demonstrate normal	perform require normal colour vision, no derogations are possible.
--	--	--	--	--	--	--	--	---	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

									trichromacy	
6.2.4.4	<p>6.2.4.4 An applicant obtaining a satisfactory result as prescribed by the Licensing Authority shall be assessed as fit. An applicant failing to obtain a satisfactory result in such a test shall be assessed as unfit unless able to readily distinguish the colours used in air navigation and correctly identify aviation coloured lights. Applicants who fail to meet these criteria shall be assessed as unfit except for Class 2 assessment with the following restriction: valid daytime only.</p> <p><i>Note.— Guidance on suitable methods of assessing colour vision is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i></p>	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.075	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
6.2.4.4.1	6.2.4.4.1 <b>Recommendation.</b> — <i>Sunglasses worn during the exercise of the privileges of the licence or rating held should be non-polarizing and of a neutral grey tint.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not specified in EU rules.	
6.2.5.1	<p>6.2.5 Hearing test requirements</p> <p>6.2.5.1 Contracting States shall use such methods of examination as will guarantee reliable testing of hearing.</p>	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.080 Reg. (EU) 2015/340,	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Sigini ficant Difference			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

		Annex IV, Part ATCO.MED, ATCO.MED. B.080								
6.2.5.2	6.2.5.2 Applicants shall be required to demonstrate a hearing performance sufficient for the safe exercise of their licence and rating privileges.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.080 Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED. B.080	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.2.5.3	6.2.5.3 Applicants for Class 1 Medical Assessments shall be tested by pure-tone audiometry at first issue of the Assessment, not less than once every five years up to the age of 40 years, and thereafter not less than once every two years.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.080 Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED. B.080 (a)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Hearing shall be tested with pure tone audiometry at the initial examination and at subsequent				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

										revalidation or renewal examinations every 4 years until the age of 40 and every 2 years thereafter.
6.2.5.3.1	6.2.5.3.1 Alternatively, other methods providing equivalent results may be used.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		Only pure-tone audiometry permitted in EU rules.
6.2.5.4	6.2.5.4 Applicants for Class 3 Medical Assessments shall be tested by pure-tone audiometry at first issue of the Assessment, not less than once every four years up to the age of 40 years, and thereafter not less than once every two years.	Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED.	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

		B.080								
6.2.5.4.1	6.2.5.4.1 Alternatively, other methods providing equivalent results may be used.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		Only pure-tone audiometry permitted in EU rules.
6.2.5.5	6.2.5.5 <b>Recommendation.</b> — Applicants for Class 2 Medical Assessment should be tested by pure-tone audiometry at first issue of the Assessment and, after the age of 50 years, not less than once every two years.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.080	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Performed only when an instrument rating is to be added to licence	
6.2.5.6	6.2.5.6 At medical examinations, other than those mentioned in 6.2.5.3, 6.2.5.4 and 6.2.5.5, where audiometry is not performed, applicants shall be tested in a quiet room by whispered and spoken voice tests.  <i>Note 1.— The reference zero for calibration of pure-tone audiometers is that of the pertinent Standards of the current edition of the Audiometric Test Methods, published by the International Organization for Standardization (ISO).</i>	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.080 and ED Decision 2019/002/R, AMC1 MED.B.080	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p><i>Note 2.— For the purpose of testing hearing in accordance with the requirements, a quiet room is a room in which the intensity of the background noise is less than 35 dB(A).</i></p> <p><i>Note 3.— For the purpose of testing hearing in accordance with the requirements, the sound level of an average conversational voice at 1 m from the point of output (lower lip of the speaker) is c. 60 dB(A) and that of a whispered voice c. 45dB(A). At 2 m from the speaker, the sound level is 6 dB(A) lower.</i></p> <p><i>Note 4.— Guidance on assessment of applicants who use hearing aids is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i></p> <p><i>Note 5.— See 2.7.1.3.1 on requirements for the issue of instrument rating to applicants who hold a private pilot licence.</i></p>									
6.3.1.1	<p>6.3 Class 1 Medical Assessment</p> <p>6.3.1 Assessment issue and renewal</p> <p>6.3.1.1 An applicant for a commercial pilot licence — aeroplane, airship, helicopter or powered-lift, a multi-crew pilot licence — aeroplane, or an airline</p>	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.A.030	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	transport pilot licence — aeroplane, helicopter or powered-lift shall undergo an initial medical examination for the issue of a Class 1 Medical Assessment.									
6.3.1.2	6.3.1.2 Except where otherwise stated in this section, holders of commercial pilot licences — aeroplane, airship, helicopter or powered-lift, multi-crew pilot licences — aeroplane, or airline transport pilot licences — aeroplane, helicopter or powered-lift shall have their Class 1 Medical Assessments renewed at intervals not exceeding those specified in 1.2.5.2.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.A.045	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.3.1.3	6.3.1.3 When the Licensing Authority is satisfied that the requirements of this section and the general provisions of 6.1 and 6.2 have been met, a Class 1 Medical Assessment shall be issued to the applicant.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.A.040	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.3.2.1	6.3.2 Physical and mental requirements  6.3.2.1 The applicant shall not suffer from any disease or disability which could render that applicant likely to become suddenly unable either to operate an aircraft safely or to perform assigned duties safely.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.005	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.3.2.2	6.3.2.2 The applicant shall have no established medical history or clinical diagnosis of:	Reg. (EU) 1178/2011,	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>a) an organic mental disorder;</p> <p>b) a mental or behavioural disorder due to use of psychoactive substances; this includes dependence syndrome induced by alcohol or other psychoactive substances;</p> <p>c) schizophrenia or a schizotypal or delusional disorder;</p> <p>d) a mood (affective) disorder;</p> <p>e) a neurotic, stress-related or somatoform disorder;</p> <p>f) a behavioural syndrome associated with physiological disturbances or physical factors;</p> <p>g) a disorder of adult personality or behaviour, particularly if manifested by repeated overt acts;</p> <p>h) mental retardation;</p> <p>i) a disorder of psychological development;</p> <p>j) a behavioural or emotional disorder, with onset in childhood or adolescence; or</p> <p>k) a mental disorder not otherwise specified;</p>	Annex IV, Part-MED, MED.B.055							
--	---	-------------------------------	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	such as might render the applicant unable to safely exercise the privileges of the licence applied for or held.									
6.3.2.2.1	<p>6.3.2.2.1 <b>Recommendation.</b>— <i>An applicant with depression, being treated with antidepressant medication, should be assessed as unfit unless the medical assessor, having access to the details of the case concerned, considers the applicant’s condition as unlikely to interfere with the safe exercise of the applicant’s licence and rating privileges.</i></p> <p><i>Note 1.— Guidance on assessment of applicants treated with antidepressant medication is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i></p> <p><i>Note 2.— Mental and behavioural disorders are defined in accordance with the clinical descriptions and diagnostic guidelines of the World Health Organization as given in the International Statistical Classification of Diseases and Related Health Problems, 10th Edition — Classification of Mental and Behavioural Disorders, WHO 1992. This document contains detailed descriptions of the diagnostic requirements, which may be useful for their application to medical assessment.</i></p>	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.055 and ED Decision 2019/002/R, AMC1 MED.B.055	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.3.2.3	6.3.2.3 The applicant shall have no established medical history or clinical diagnosis of any of the following:	Reg. (EU) 1178/2011, Annex IV, Part-MED,	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>a) a progressive or non-progressive disease of the nervous system, the effects of which are likely to interfere with the safe exercise of the applicant's licence and rating privileges;</p> <p>b) epilepsy; or</p> <p>c) any disturbance of consciousness without satisfactory medical explanation of cause.</p>	MED.B.065								
6.3.2.4	6.3.2.4 The applicant shall not have suffered any head injury, the effects of which are likely to interfere with the safe exercise of the applicant's licence and rating privileges.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.065	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.3.2.5	6.3.2.5 The applicant shall not possess any abnormality of the heart, congenital or acquired, which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.010	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.3.2.5.1	6.3.2.5.1 An applicant who has undergone coronary bypass grafting or angioplasty (with or without stenting) or other cardiac intervention or who has a history of myocardial infarction or who suffers from any other potentially incapacitating cardiac condition shall be assessed as unfit unless the applicant's cardiac condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.010 and ED Decision 2019/002/R,	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	interfere with the safe exercise of the applicant's licence or rating privileges.	AMC1 MED.B.010								
6.3.2.5.2	<p>6.3.2.5.2 An applicant with an abnormal cardiac rhythm shall be assessed as unfit unless the cardiac arrhythmia has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.</p> <p><i>Note.— Guidance on cardiovascular evaluation is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i></p>	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.010	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.3.2.6	6.3.2.6 Electrocardiography shall form part of the heart examination for the first issue of a Medical Assessment.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.010	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.3.2.6.1	6.3.2.6.1 Electrocardiography shall be included in re-examinations of applicants over the age of 50 no less frequently than annually.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.010	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.3.2.6.2	6.3.2.6.2 <b>Recommendation.—</b> <i>Electrocardiography should be included in re-</i>	Reg. (EU) 1178/2011,	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p><i>examinations of applicants between the ages of 30 and 50 no less frequently than every two years.</i></p> <p><i>Note 1.— The purpose of routine electrocardiography is case finding. It does not provide sufficient evidence to justify disqualification without further thorough cardiovascular investigation.</i></p> <p><i>Note 2.— Guidance on resting and exercise electro-cardiography is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i></p>	Annex IV, Part-MED, MED.B.010								
6.3.2.7	6.3.2.7 The systolic and diastolic blood pressures shall be within normal limits.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.010 Reg. (EU) 1178/2011	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.3.2.7.1	6.3.2.7.1 The use of drugs for control of high blood pressure shall be disqualifying except for those drugs, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.010 and ED Decision 2019/002/R, AMC1 MED.B.010	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

6.3.2.8	6.3.2.8 There shall be no significant functional nor structural abnormality of the circulatory system.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.010	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
6.3.2.9	6.3.2.9 There shall be no acute disability of the lungs nor any active disease of the structures of the lungs, mediastinum or pleurae likely to result in incapacitating symptoms during normal or emergency operations.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.015	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
6.3.2.9.1	6.3.2.9.1 <b>Recommendation.</b> — <i>Chest radiography should form part of the initial examination.</i>  <i>Note.— Periodic chest radiography is usually not necessary but may be a necessity in situations where asymptomatic pulmonary disease can be expected.</i>	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.015 and ED Decision 2019/002/R, AMC1 MED.B.015	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Only required on clinical or epidemiological indication	
6.3.2.10	6.3.2.10 Applicants with chronic obstructive pulmonary disease shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed	Reg. (EU) 1178/2011, Annex IV, Part-MED,	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	not likely to interfere with the safe exercise of the applicant's licence or rating privileges.	MED.B.015 and ED Decision 2019/002/R, AMC1 MED.B.015								
6.3.2.11	6.3.2.11 Applicants with asthma causing significant symptoms or likely to cause incapacitating symptoms during normal or emergency operations shall be assessed as unfit.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.015	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.3.2.11.1	6.3.2.11.1 The use of drugs for control of asthma shall be disqualifying except for those drugs, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.  <i>Note.— Guidance on hazards of medication and drugs is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i>	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.015 and ED Decision 2019/002/R, AMC1 MED.B.015	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.3.2.12	6.3.2.12 Applicants with active pulmonary tuberculosis shall be assessed as unfit.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.040 and ED	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

		Decision 2019/002/R, AMC1 MED.B.040								
6.3.2.12.1	<p>6.3.2.12.1 Applicants with quiescent or healed lesions which are known to be tuberculous, or are presumably tuberculous in origin, may be assessed as fit.</p> <p><i>Note 1.— Guidance on assessment of respiratory diseases is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i></p> <p><i>Note 2.— Guidance on hazards of medications and drugs is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i></p>	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.040 and ED Decision 2019/002/R, AMC1 MED.B.040	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.3.2.13	6.3.2.13 Applicants with significant impairment of function of the gastrointestinal tract or its adnexa shall be assessed as unfit.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.020	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.3.2.13.1	6.3.2.13.1 Applicants shall be completely free from those hernias that might give rise to incapacitating symptoms.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.020	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

6.3.2.14	6.3.2.14 Applicants with sequelae of disease of, or surgical intervention on, any part of the digestive tract or its adnexa, likely to cause incapacitation in flight, in particular any obstruction due to stricture or compression, shall be assessed as unfit.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.020	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.3.2.14.1	6.3.2.14.1 <b>Recommendation.</b> — <i>An applicant who has undergone a major surgical operation on the biliary passages or the digestive tract or its adnexa with a total or partial excision or a diversion of any of these organs should be assessed as unfit until such time as the medical assessor, having access to the details of the operation concerned, considers that the effects of the operation are not likely to cause incapacitation in flight.</i>	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.020	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.3.2.15	6.3.2.15 Applicants with metabolic, nutritional or endocrine disorders that are likely to interfere with the safe exercise of their licence and rating privileges shall be assessed as unfit.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.025	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.3.2.16	6.3.2.16 Applicants with insulin-treated diabetes mellitus shall be assessed as unfit.  <i>Note.— Guidance on assessment of Type 2 insulin-treated diabetic applicants under the provisions of 1.2.4.10 is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i>	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.025	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

6.3.2.16.1	<p>6.3.2.16.1 Applicants with non-insulin-treated diabetes mellitus shall be assessed as unfit unless the condition is shown to be satisfactorily controlled by diet alone or by diet combined with oral anti-diabetic medication, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.</p> <p><i>Note.— Guidance on assessment of diabetic applicants is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i></p>	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.025	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.3.2.17	<p>6.3.2.17 Applicants with diseases of the blood and/or the lymphatic system shall be assessed as unfit unless adequately investigated and their condition found unlikely to interfere with the safe exercise of their licence and rating privileges.</p> <p><i>Note.— Sickle cell trait or other haemoglobinopathic traits are usually compatible with a fit assessment.</i></p>	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.030	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.3.2.18	<p>6.3.2.18 Applicants with renal or genito-urinary disease shall be assessed as unfit, unless adequately investigated and their condition found unlikely to interfere with the safe exercise of their licence and rating privileges.</p>	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.035	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.3.2.18.1	<p>6.3.2.18.1 Urine examination shall form part of the medical examination and abnormalities shall be adequately investigated.</p>	Reg. (EU) 1178/2011, Annex IV,	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<i>Note.— Guidance on urine examination and evaluation of abnormalities is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i>	Part-MED, MED.B.035								
6.3.2.19	6.3.2.19 Applicants with sequelae of disease of or surgical procedures on the kidneys or the genito-urinary tract, in particular obstructions due to stricture or compression, shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.035	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.3.2.19.1	6.3.2.19.1 Applicants who have undergone nephrectomy shall be assessed as unfit unless the condition is well compensated.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.035 and ED Decision 2019/002/R, AMC1 MED.B.035	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.3.2.20	6.3.2.20 Applicants who are seropositive for HIV shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed as	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.040	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>not likely to interfere with the safe exercise of the applicant's licence or rating privileges.</p> <p><i>Note 1.— Early diagnosis and active management of HIV disease with antiretroviral therapy reduces morbidity and improves prognosis and thus increases the likelihood of a fit assessment.</i></p> <p><i>Note 2.— Guidance on the assessment of applicants who are seropositive for HIV is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i></p>									
6.3.2.21	6.3.2.21 Applicants who are pregnant shall be assessed as unfit unless obstetrical evaluation and continued medical supervision indicate a low-risk uncomplicated pregnancy.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.045	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
6.3.2.21.1	6.3.2.21.1 <b>Recommendation.</b> — <i>For applicants with a low-risk uncomplicated pregnancy, evaluated and supervised in accordance with 6.3.2.21, the fit assessment should be limited to the period from the end of the 12th week until the end of the 26th week of gestation.</i>	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.045	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	In Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.045, Fit assessment permitted from start of pregnancy until end	

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

									26th week (restricted to multi crew operations)	
6.3.2.22	6.3.2.22 Following confinement or termination of pregnancy, the applicant shall not be permitted to exercise the privileges of her licence until she has undergone re-evaluation in accordance with best medical practice and it has been determined that she is able to safely exercise the privileges of her licence and ratings.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.045	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.3.2.23	6.3.2.23 The applicant shall not possess any abnormality of the bones, joints, muscles, tendons or related structures which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.  <i>Note.— Any sequelae after lesions affecting the bones, joints, muscles or tendons, and certain anatomical defects will normally require functional assessment to determine fitness.</i>	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.050	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.3.2.24	6.3.2.24 The applicant shall not possess any abnormality or disease of the ear or related structures which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.080	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

6.3.2.25	6.3.2.25 There shall be:  a) no disturbance of vestibular function;  b) no significant dysfunction of the Eustachian tubes; and  c) no unhealed perforation of the tympanic membranes.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.080	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.3.2.25.1	6.3.2.25.1 A single dry perforation of the tympanic membrane need not render the applicant unfit.  <i>Note.— Guidance on testing of the vestibular function is contained in Manual of Civil Aviation Medicine (Doc 8984).</i>	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.080 and ED Decision 2019/002/R, AMC1 MED.B.080	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.3.2.26	6.3.2.26 There shall be:  a) no nasal obstruction; and  b) no malformation nor any disease of the buccal cavity or upper respiratory tract,  which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.080	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

6.3.2.27	6.3.2.27 Applicants with stuttering or other speech defects sufficiently severe to cause impairment of speech communication shall be assessed as unfit.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.080	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.3.3.1	6.3.3 Visual requirements  The medical examination shall be based on the following requirements.  6.3.3.1 The function of the eyes and their adnexa shall be normal. There shall be no active pathological condition, acute or chronic, nor any sequelae of surgery or trauma of the eyes or their adnexa likely to reduce proper visual function to an extent that would interfere with the safe exercise of the applicant's licence and rating privileges.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.070	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.3.3.2	6.3.3.2 Distant visual acuity with or without correction shall be 6/9 or better in each eye separately, and binocular visual acuity shall be 6/6 or better. No limits apply to uncorrected visual acuity. Where this standard of visual acuity can be obtained only with correcting lenses, the applicant may be assessed as fit provided that:	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.070	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>a) such correcting lenses are worn during the exercise of the privileges of the licence or rating applied for or held; and</p> <p>b) in addition, a pair of suitable correcting spectacles is kept readily available during the exercise of the privileges of the applicant's licence.</p> <p><i>Note 1.— 6.3.3.2 b) is the subject of Standards in Annex 6, Part I.</i></p> <p><i>Note 2.— An applicant accepted as meeting these provisions is deemed to continue to do so unless there is reason to suspect otherwise, in which case an ophthalmic report is required at the discretion of the Licensing Authority. Both uncorrected and corrected visual acuity are normally measured and recorded at each re-examination. Conditions which indicate a need to obtain an ophthalmic report include: a substantial decrease in the uncorrected visual acuity, any decrease in best corrected visual acuity, and the occurrence of eye disease, eye injury or eye surgery.</i></p>									
6.3.3.2.1	<p>6.3.3.2.1 Applicants may use contact lenses to meet this requirement provided that:</p> <p>a) the lenses are monofocal and non-tinted;</p> <p>b) the lenses are well tolerated; and</p>	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.070	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>c) a pair of suitable correcting spectacles is kept readily available during the exercise of the licence privileges.</p> <p><i>Note.— Applicants who use contact lenses may not need to have their uncorrected visual acuity measured at each re-examination provided the history of their contact lens prescription is known.</i></p>								
6.3.3.2.2	<p>6.3.3.2.2 Applicants with a large refractive error shall use contact lenses or high-index spectacle lenses.</p> <p><i>Note.— If spectacles are used, high-index lenses are needed to minimize peripheral field distortion.</i></p>	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.070	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6.3.3.2.3	<p>6.3.3.2.3 Applicants whose uncorrected distant visual acuity in either eye is worse than 6/60 shall be required to provide a full ophthalmic report prior to initial Medical Assessment and every five years thereafter.</p> <p><i>Note 1.— The purpose of the required ophthalmic examination is (1) to ascertain normal visual performance, and (2) to identify any significant pathology.</i></p> <p><i>Note 2.— Guidance on the assessment of monocular applicants under the provisions of 1.2.4.10 is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i></p>	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.070 and ED Decision 2019/002/R, AMC1 MED.B.070	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	In Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.070 and associated AMC, ophthalmic reports requirement is dependent on

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

									refractive error limits rather than visual acuity limits.	
6.3.3.3	6.3.3.3 Applicants who have undergone surgery affecting the refractive status of the eye shall be assessed as unfit unless they are free from those sequelae which are likely to interfere with the safe exercise of their licence and rating privileges.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.070 and ED Decision 2019/002/R, AMC1 MED.B.070	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.3.3.4	6.3.3.4 The applicant shall have the ability to read, while wearing the correcting lenses, if any, required by 6.3.3.2, the N5 chart or its equivalent at a distance selected by that applicant in the range of 30 to 50 cm and the ability to read the N14 chart or its equivalent at a distance of 100 cm. If this requirement is met only by the use of near correction, the applicant may be assessed as fit provided that this near correction is added to the spectacle correction already prescribed in accordance with 6.3.3.2; if no such correction is prescribed, a pair of spectacles for near use shall be kept readily available during the exercise of the privileges of the licence. When near correction is required, the applicant shall	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.070	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>demonstrate that one pair of spectacles is sufficient to meet both distant and near visual requirements.</p> <p><i>Note 1.— N5 and N14 refer to the size of typeface used. For further details, see the Manual of Civil Aviation Medicine (Doc 8984).</i></p> <p><i>Note 2.— An applicant who needs near correction to meet this requirement will require “look-over”, bifocal or perhaps multifocal lenses in order to read the instruments and a chart or manual held in the hand, and also to make use of distant vision, through the windscreen, without removing the lenses. Single-vision near correction (full lenses of one power only, appropriate for reading) significantly reduces distant visual acuity and is therefore not acceptable.</i></p> <p><i>Note 3.— Whenever there is a requirement to obtain or renew correcting lenses, an applicant is expected to advise the refractionist of reading distances for the visual flight deck tasks relevant to the types of aircraft in which the applicant is likely to function.</i></p>									
6.3.3.4.1	6.3.3.4.1 When near correction is required in accordance with this paragraph, a second pair of near-correction spectacles shall be kept available for immediate use.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.070	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.3.3.5	6.3.3.5 The applicant shall be required to have normal fields of vision.	Reg. (EU) 1178/2011,	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

		Annex IV, Part-MED, MED.B.070								
6.3.3.6	6.3.3.6 The applicant shall be required to have normal binocular function.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.070	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.3.3.6.1	6.3.3.6.1 Reduced stereopsis, abnormal convergence not interfering with near vision, and ocular misalignment where the fusional reserves are sufficient to prevent asthenopia and diplopia need not be disqualifying.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.070 and ED Decision 2019/002/R, AMC1 MED.B.070	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.3.4.1	6.3.4 Hearing requirements  6.3.4.1 The applicant, when tested on a pure-tone audiometer, shall not have a hearing loss, in either ear separately, of more than 35 dB at any of the frequencies 500, 1 000 or 2 000 Hz, or more than 50 dB at 3 000 Hz.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.080	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

6.3.4.1.1	<p>6.3.4.1.1 An applicant with a hearing loss greater than the above may be declared fit provided that the applicant has normal hearing performance against a background noise that reproduces or simulates the masking properties of flight deck noise upon speech and beacon signals.</p> <p><i>Note 1.— It is important that the background noise be representative of the noise in the cockpit of the type of aircraft for which the applicant’s licence and ratings are valid.</i></p> <p><i>Note 2.— In the speech material for discrimination testing, both aviation-relevant phrases and phonetically balanced words are normally used.</i></p>	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.080	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.3.4.1.2	6.3.4.1.2 Alternatively, a practical hearing test conducted in flight in the cockpit of an aircraft of the type for which the applicant’s licence and ratings are valid may be used.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.070 and ED Decision 2019/002/R, AMC1 MED.B.080	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.4.1.1	6.4 Class 2 Medical Assessment	Reg. (EU) 1178/2011, Annex IV,	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Sigini- ficant Differ- ence			
				Level of implementation of SARPs						
				A) More Exactin- g or Exceed- s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>6.4.1 Assessment issue and renewal</p> <p>6.4.1.1 An applicant for a private pilot licence — aeroplane, airship, helicopter or powered-lift, a glider pilot licence, a free balloon pilot licence, a flight engineer licence or a flight navigator licence shall undergo an initial medical examination for the issue of a Class 2 Medical Assessment.</p>	Part-MED, MED.A.030								
6.4.1.2	6.4.1.2 Except where otherwise stated in this section, holders of private pilot licences — aeroplane, airship, helicopter or powered-lift, glider pilot licences, free balloon pilot licences, flight engineer licences or flight navigator licences shall have their Class 2 Medical Assessments renewed at intervals not exceeding those specified in 1.2.5.2.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.A.045	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.4.1.3	6.4.1.3 When the Licensing Authority is satisfied that the requirements of this section and the general provisions of 6.1 and 6.2 have been met, a Class 2 Medical Assessment shall be issued to the applicant.	Reg. (EU) 1178/2011 MED.A.040 Reg. (EU) 1178/2011	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.4.2	6.4.2 Physical and mental requirements  The medical examination shall be based on the following requirements.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.005	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

6.4.2.1	6.4.2.1 The applicant shall not suffer from any disease or disability which could render that applicant likely to become suddenly unable either to operate an aircraft safely or to perform assigned duties safely.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.005	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.4.2.2	6.4.2.2 The applicant shall have no established medical history or clinical diagnosis of:  a) an organic mental disorder;  b) a mental or behavioural disorder due to psychoactive substance use; this includes dependence syndrome induced by alcohol or other psychoactive substances;  c) schizophrenia or a schizotypal or delusional disorder;  d) a mood (affective) disorder;  e) a neurotic, stress-related or somatoform disorder;  f) a behavioural syndrome associated with physiological disturbances or physical factors;  g) a disorder of adult personality or behaviour, particularly if manifested by repeated overt acts;	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.005	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>h) mental retardation;</p> <p>i) a disorder of psychological development;</p> <p>j) a behavioural or emotional disorder, with onset in childhood or adolescence; or</p> <p>k) a mental disorder not otherwise specified;</p> <p>such as might render the applicant unable to safely exercise the privileges of the licence applied for or held.</p>								
6.4.2.2.1	<p>6.4.2.2.1 <b>Recommendation.</b>— <i>An applicant with depression, being treated with antidepressant medication, should be assessed as unfit unless the medical assessor, having access to the details of the case concerned, considers the applicant’s condition as unlikely to interfere with the safe exercise of the applicant’s licence and rating privileges.</i></p> <p><i>Note 1.— Guidance on assessment of applicants treated with antidepressant medication is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i></p> <p><i>Note 2.— Mental and behavioural disorders are defined in accordance with the clinical descriptions and diagnostic guidelines of the World Health Organization as given in the International Statistical Classification of Diseases and Related Health Problems, 10th Edition —</i></p>		<input checked="" type="checkbox"/>	<input type="checkbox"/>					

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Sigini ficant Difference			
				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	Classification of Mental and Behavioural Disorders, WHO 1992. This document contains detailed descriptions of the diagnostic requirements, which may be useful for their application to medical assessment.									
6.4.2.3	6.4.2.3 The applicant shall have no established medical history or clinical diagnosis of any of the following:  a) a progressive or non-progressive disease of the nervous system, the effects of which are likely to interfere with the safe exercise of the applicant's licence and rating privileges;  b) epilepsy;  c) any disturbance of consciousness without satisfactory medical explanation of cause.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.065	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.4.2.4	6.4.2.4 The applicant shall not have suffered any head injury, the effects of which are likely to interfere with the safe exercise of the applicant's licence and rating privileges.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.065	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.4.2.5	6.4.2.5 The applicant shall not possess any abnormality of the heart, congenital or acquired, which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.015	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

6.4.2.5.1	6.4.2.5.1 An applicant who has undergone coronary bypass grafting or angioplasty (with or without stenting) or other cardiac intervention or who has a history of myocardial infarction or who suffers from any other potentially incapacitating cardiac condition shall be assessed as unfit unless the applicant's cardiac condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.010 and ED Decision 2019/002/R, AMC2 MED.B.010	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.4.2.5.2	6.4.2.5.2 An applicant with an abnormal cardiac rhythm shall be assessed as unfit unless the cardiac arrhythmia has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.  <i>Note.— Guidance on cardiovascular evaluation is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i>	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.010	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.4.2.6	6.4.2.6 Electrocardiography shall form part of the heart examination for the first issue of a Medical Assessment after the age of 40.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.010	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

6.4.2.6.1	6.4.2.6.1 Electrocardiography shall be included in re-examinations of applicants after the age of 50 no less than every two years.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.010	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
6.4.2.6.2	<p>6.4.2.6.2 <b>Recommendation.</b>— <i>Electrocardiography should form part of the heart examination for the first issue of a Medical Assessment.</i></p> <p><i>Note 1.— The purpose of routine electrocardiography is case finding. It does not provide sufficient evidence to justify disqualification without further thorough cardiovascular investigation.</i></p> <p><i>Note 2.— Guidance on resting and exercise electrocardiography is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not implemented in the EU rules	
6.4.2.7	6.4.2.7 The systolic and diastolic blood pressures shall be within normal limits.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.010	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
6.4.2.7.1	6.4.2.7.1 The use of drugs for control of high blood pressure shall be disqualifying except for those	Reg. (EU) 1178/2011,	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	drugs, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.  <i>Note.— Guidance on the subject is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i>	Annex IV, Part-MED, MED.B.010 and ED Decision 2019/002/R, AMC2 MED.B.010								
6.4.2.8	6.4.2.8 There shall be no significant functional nor structural abnormality of the circulatory system.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.010	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.4.2.9	6.4.2.9 There shall be no disability of the lungs nor any active disease of the structures of the lungs, mediastinum or pleura likely to result in incapacitating symptoms during normal or emergency operations.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.010	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.4.2.9.1	6.4.2.9.1 <b>Recommendation.</b> — <i>Chest radiography should form part of the initial and periodic examinations in cases where asymptomatic pulmonary disease can be expected.</i>	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.015 and ED Decision 2019/002/R, AMC2	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

		MED.B.015								
6.4.2.10	6.4.2.10 Applicants with chronic obstructive pulmonary disease shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.015 and ED Decision 2019/002/R, AMC2 MED.B.015	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.4.2.11	6.4.2.11 Applicants with asthma causing significant symptoms or likely to cause incapacitating symptoms during normal or emergency operations shall be assessed as unfit.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.010	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.4.2.11.1	6.4.2.11.1 The use of drugs for control of asthma shall be disqualifying except for those drugs, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.  <i>Note.— Guidance on hazards of medication and drugs is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i>	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.015 and ED Decision 2019/002/R, AMC2 MED.B.015	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

6.4.2.12	6.4.2.12 Applicants with active pulmonary tuberculosis shall be assessed as unfit.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.040 and ED Decision 2019/002/R, AMC2 MED.B.040	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.4.2.12.1	6.4.2.12.1 Applicants with quiescent or healed lesions, known to be tuberculous or presumably tuberculous in origin, may be assessed as fit.  <i>Note 1.— Guidance on assessment of respiratory diseases is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i>  <i>Note 2.— Guidance on hazards of medication and drugs is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i>	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.040 and ED Decision 2019/002/R, AMC2 MED.B.040	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.4.2.13	6.4.2.13 Applicants shall be completely free from those hernias that might give rise to incapacitating symptoms.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.020	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

6.4.2.13.1	6.4.2.13.1 Applicants with significant impairment of the function of the gastrointestinal tract or its adnexa shall be assessed as unfit.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.020	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.4.2.14	6.4.2.14 Applicants with sequelae of disease of or surgical intervention on any part of the digestive tract or its adnexa, likely to cause incapacitation in flight, in particular any obstruction due to stricture or compression, shall be assessed as unfit.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.020	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.4.2.14.1	6.4.2.14.1 <b>Recommendation.</b> — <i>An applicant who has undergone a major surgical operation on the biliary passages or the digestive tract or its adnexa with a total or partial excision or a diversion of any of these organs should be assessed as unfit until such time as the medical assessor, having access to the details of the operation concerned, considers that the effects of the operation are not likely to cause incapacitation in flight.</i>	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.020	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.4.2.15	6.4.2.15 Applicants with metabolic, nutritional or endocrine disorders that are likely to interfere with the safe exercise of their licence and rating privileges shall be assessed as unfit.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.025	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

6.4.2.16	<p>6.4.2.16 Applicants with insulin-treated diabetes mellitus shall be assessed as unfit.</p> <p><i>Note.— Guidance on assessment of Type 2 insulin-treated diabetic applicants under the provisions of 1.2.4.10 is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i></p>	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.025	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.4.2.16.1	<p>6.4.2.16.1 Applicants with non-insulin-treated diabetes mellitus shall be assessed as unfit unless the condition is shown to be satisfactorily controlled by diet alone or by diet combined with oral anti-diabetic medication, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.</p> <p><i>Note.— Guidance on assessment of diabetic applicants is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i></p>	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.025	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.4.2.17	<p>6.4.2.17 Applicants with diseases of the blood and/or the lymphatic system shall be assessed as unfit unless adequately investigated and their condition found unlikely to interfere with the safe exercise of their licence and rating privileges.</p> <p><i>Note.— Sickle cell trait and other haemoglobinopathic traits are usually compatible with fit assessment.</i></p>	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.030	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

6.4.2.18	6.4.2.18 Applicants with renal or genitourinary disease shall be assessed as unfit unless adequately investigated and their condition found unlikely to interfere with the safe exercise of their licence and rating privileges.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.035	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.4.2.18.1	6.4.2.18.1 Urine examination shall form part of the medical examination and abnormalities shall be adequately investigated.  <i>Note.— Guidance on urine examination and evaluation of abnormalities is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i>	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.035	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.4.2.19	6.4.2.19 Applicants with sequelae of disease of, or surgical procedures on, the kidneys or the genitourinary tract, in particular obstructions due to stricture or compression, shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.035	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.4.2.19.1	6.4.2.19.1 Applicants who have undergone nephrectomy shall be assessed as unfit unless the condition is well compensated.	Reg. (EU) 1178/2011, Annex IV, Part-MED,	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

		MED.B.035 and ED Decision 2019/002/R, AMC2 MED.B.035								
6.4.2.20	<p>6.4.2.20 Applicants who are seropositive for HIV shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed as not likely to interfere with the safe exercise of the applicant's licence or rating privileges.</p> <p><i>Note 1.— Early diagnosis and active management of HIV disease with antiretroviral therapy reduces morbidity and improves prognosis and thus increases the likelihood of a fit assessment.</i></p> <p><i>Note 2.— Guidance on the assessment of applicants who are seropositive for HIV is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i></p>	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.040	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.4.2.21	<p>6.4.2.21 Applicants who are pregnant shall be assessed as unfit unless obstetrical evaluation and continued medical supervision indicate a low-risk uncomplicated pregnancy.</p>	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.045	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

6.4.2.21.1	6.4.2.21.1 <b>Recommendation.</b> — <i>For applicants with a low-risk uncomplicated pregnancy, evaluated and supervised in accordance with 6.4.2.21, the fit assessment should be limited to the period from the end of the 12th week until the end of the 26th week of gestation.</i>	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.045	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	In Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.045, Fit assessment permitted from start of pregnancy until end 26th week.	
6.4.2.22	6.4.2.22 Following confinement or termination of pregnancy, the applicant shall not be permitted to exercise the privileges of her licence until she has undergone re-evaluation in accordance with best medical practice and it has been determined that she is able to safely exercise the privileges of her licence and ratings.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.045	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
6.4.2.23	6.4.2.23 The applicant shall not possess any abnormality of the bones, joints, muscles, tendons or related structures which is likely to interfere with the safe exercise of the applicant’s licence and rating privileges.  <i>Note.— Any sequelae after lesions affecting the bones, joints, muscles or tendons, and certain anatomical</i>	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.050	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<i>defects will normally require functional assessment to determine fitness.</i>									
6.4.2.24	6.4.2.24 The applicant shall not possess any abnormality or disease of the ear or related structures which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.080	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.4.2.25	6.4.2.25 There shall be:  a) no disturbance of the vestibular function;  b) no significant dysfunction of the Eustachian tubes; and  c) no unhealed perforation of the tympanic membranes.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.080	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.4.2.25.1	6.4.2.25.1 A single dry perforation of the tympanic membrane need not render the applicant unfit.  <i>Note.—Guidance on testing of the vestibular function is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i>	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.080 and ED Decision 2019/002/R, AMC2 MED.B.080	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

6.4.2.26	6.4.2.26 There shall be:  a) no nasal obstruction; and  b) no malformation nor any disease of the buccal cavity or upper respiratory tract,  which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.080	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.4.2.27	6.4.2.27 Applicants with stuttering and other speech defects sufficiently severe to cause impairment of speech communication shall be assessed as unfit.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.080	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.4.3.1	6.4.3 Visual requirements  The medical examination shall be based on the following requirements.  6.4.3.1 The function of the eyes and their adnexa shall be normal. There shall be no active pathological condition, acute or chronic, nor any sequelae of surgery or trauma of the eyes or their adnexa likely to reduce proper visual function to an extent that would interfere with the safe exercise of the applicant's licence and rating privileges.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.070	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

6.4.3.2	<p>6.4.3.2 Distant visual acuity with or without correction shall be 6/12 or better in each eye separately, and binocular visual acuity shall be 6/9 or better. No limits apply to uncorrected visual acuity. Where this standard of visual acuity can be obtained only with correcting lenses, the applicant may be assessed as fit provided that:</p> <p>a) such correcting lenses are worn during the exercise of the privileges of the licence or rating applied for or held; and</p> <p>b) in addition, a pair of suitable correcting spectacles is kept readily available during the exercise of the privileges of the applicant's licence.</p> <p><i>Note.— An applicant accepted as meeting these provisions is deemed to continue to do so unless there is reason to suspect otherwise, in which case an ophthalmic report is required at the discretion of the Licensing Authority. Both uncorrected and corrected visual acuity are normally measured and recorded at each re-examination. Conditions which indicate a need to obtain an ophthalmic report include: a substantial decrease in the uncorrected visual acuity, any decrease in best corrected visual acuity, and the occurrence of eye disease, eye injury or eye surgery.</i></p>	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.070	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.4.3.2.1	6.4.3.2.1 Applicants may use contact lenses to meet this requirement provided that:	Reg. (EU) 1178/2011,	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>a) the lenses are monofocal and non-tinted;</p> <p>b) the lenses are well tolerated; and</p> <p>c) a pair of suitable correcting spectacles is kept readily available during the exercise of the licence privileges.</p> <p><i>Note.— Applicants who use contact lenses may not need to have their uncorrected visual acuity measured at each reexamination provided the history of their contact lens prescription is known.</i></p>	Annex IV, Part-MED, MED.B.070								
6.4.3.2.2	<p>6.4.3.2.2 Applicants with a large refractive error shall use contact lenses or high-index spectacle lenses.</p> <p><i>Note.— If spectacles are used, high-index lenses are needed to minimize peripheral field distortion.</i></p>	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.070	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
6.4.3.2.3	<p>6.4.3.2.3 <b>Recommendation.</b>— Applicants whose uncorrected distant visual acuity in either eye is worse than 6/60 should be required to provide a full ophthalmic report prior to initial Medical Assessment and every five years thereafter.</p> <p><i>Note 1.— The purpose of the required ophthalmic examination is (1) to ascertain normal visual</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not required under EU rules	

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p><i>performance, and (2) to identify any significant pathology.</i></p> <p><i>Note 2.— Guidance on the assessment of monocular applicants under the provisions of 1.2.4.10 is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i></p>									
6.4.3.3	6.4.3.3 Applicants who have undergone surgery affecting the refractive status of the eye shall be assessed as unfit unless they are free from those sequelae which are likely to interfere with the safe exercise of their licence and rating privileges.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.070 and ED Decision 2019/002/R, AMC2 MED.B.070	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.4.3.4	6.4.3.4 The applicant shall have the ability to read, while wearing the correcting lenses, if any, required by 6.4.3.2, the N5 chart or its equivalent at a distance selected by that applicant in the range of 30 to 50 cm. If this requirement is met only by the use of near correction, the applicant may be assessed as fit provided that this near correction is added to the spectacle correction already prescribed in accordance with 6.4.3.2; if no such correction is prescribed, a pair of spectacles for near use shall be kept readily available during the exercise of the privileges of the licence. When near correction is required, the applicant shall demonstrate that one pair of	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.070	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>spectacles is sufficient to meet both distant and near visual requirements.</p> <p><i>Note 1.— N5 refers to the size of typeface used. For further details, see the Manual of Civil Aviation Medicine (Doc 8984).</i></p> <p><i>Note 2.— An applicant who needs near correction to meet the requirement will require “look-over”, bifocal or perhaps multifocal lenses in order to read the instruments and a chart or manual held in the hand, and also to make use of distant vision, through the windscreen, without removing the lenses. Single-vision near correction (full lenses of one power only, appropriate for reading) significantly reduces distant visual acuity and is therefore not acceptable.</i></p> <p><i>Note 3.— Whenever there is a requirement to obtain or renew correcting lenses, an applicant is expected to advise the refractionist of the reading distances for the visual flight deck tasks relevant to the types of aircraft in which the applicant is likely to function.</i></p>									
6.4.3.4.1	6.4.3.4.1 When near correction is required in accordance with this paragraph, a second pair of near-correction spectacles shall be kept available for immediate use.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.070	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

6.4.3.5	6.4.3.5 The applicant shall be required to have normal fields of vision.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.070 and AMC2 MED.B.070	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	AMC2 MED.B.070 to Reg. (EU) 1178/2011, Annex IV, Part-MED, states that visual fields should be examined but does not define that the fields should be normal.
6.4.3.6	6.4.3.6 The applicant shall be required to have normal binocular function.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.070 and AMC2 MED.B.070	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	AMC2 MED.B.070 to Reg. (EU) 1178/2011, Annex IV, Part-MED, states that binocular function should be examined but does

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Sigini- ficant Differ- ence			
				Level of implementation of SARPs						
				A) More Exactin- g or Exceed- s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

									not define that the binocular function should be normal.	
6.4.3.6.1	6.4.3.6.1 Reduced stereopsis, abnormal convergence not interfering with near vision, and ocular misalignment where the fusional reserves are sufficient to prevent asthenopia and diplopia need not be disqualifying.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.070 and AMC2 MED.B.070	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.4.4.1	6.4.4 Hearing requirements  <i>Note.— See 2.7.1.3.1 on requirements for the issue of instrument rating to applicants who hold a private pilot licence.</i>  6.4.4.1 Applicants who are unable to hear an average conversational voice in a quiet room, using both ears, at a distance of 2 m from the examiner and with the back turned to the examiner, shall be assessed as unfit.	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.080 and AMC2 MED.B.80	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.4.4.2	6.4.4.2 When tested by pure-tone audiometry, an applicant with a hearing loss, in either ear separately, of more than 35 dB at any of the frequencies 500, 1 000	Reg. (EU) 1178/2011, Annex IV,	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	or 2 000 Hz, or more than 50 dB at 3 000 Hz, shall be assessed as unfit.	Part-MED, MED.B.080								
6.4.4.3	6.4.4.3 <b>Recommendation.</b> — <i>An applicant who does not meet the requirements in 6.4.4.1 or 6.4.4.2 should undergo further testing in accordance with 6.3.4.1.1.</i>	Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.080	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.5.1.1	6.5 Class 3 Medical Assessment  6.5.1 Assessment issue and renewal  6.5.1.1 An applicant for an air traffic controller licence or remote pilot licence shall undergo an initial medical examination for the issue of a Class 3 Medical Assessment.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
6.5.1.2	6.5.1.2 Except where otherwise stated in this section, holders of air traffic controller licences or remote pilot licences shall have their Class 3 Medical Assessments renewed at intervals not exceeding those specified in 1.2.5.2.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

6.5.1.3	6.5.1.3 When the Licensing Authority is satisfied that the requirements of this section and the general provisions of 6.1 and 6.2 have been met, a Class 3 Medical Assessment shall be issued to the applicant.	Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED. A.040	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.5.2.1	6.5.2 Physical and mental requirements  6.5.2.1 The applicant shall not suffer from any disease or disability which could render that applicant likely to become suddenly unable to perform duties safely.	Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED. B.005	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.5.2.2	6.5.2.2 The applicant shall have no established medical history or clinical diagnosis of:  a) an organic mental disorder;  b) a mental or behavioural disorder due to psychoactive substance use; this includes dependence syndrome induced by alcohol or other psychoactive substances;  c) schizophrenia or a schizotypal or delusional disorder;  d) a mood (affective) disorder;	Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED. B.055 and AMC1 ATCO.MED. B.080 under (a)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Sigini- ficant Differ- ence			
				Level of implementation of SARPs						
				A) More Exactin- g or Exceed- s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>e) a neurotic, stress-related or somatoform disorder;</p> <p>f) a behavioural syndrome associated with physiological disturbances or physical factors;</p> <p>g) a disorder of adult personality or behaviour, particularly if manifested by repeated overt acts;</p> <p>h) mental retardation;</p> <p>i) a disorder of psychological development;</p> <p>j) a behavioural or emotional disorder, with onset in childhood or adolescence; or</p> <p>k) a mental disorder not otherwise specified;</p> <p>such as might render the applicant unable to safely exercise the privileges of the licence applied for or held</p>									
6.5.2.2.1	<p>6.5.2.2.1 <b>Recommendation.</b>— <i>An applicant with depression, being treated with antidepressant medication, should be assessed as unfit unless the medical assessor, having access to the details of the case concerned, considers the applicant’s condition as unlikely to interfere with the safe exercise of the applicant’s licence and rating privileges.</i></p>	Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, B.055 under (b) and AMC1	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p><i>Note 1.— Guidance on assessment of applicants treated with antidepressant medication is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i></p> <p><i>Note 2.— Mental and behavioural disorders are defined in accordance with the clinical descriptions and diagnostic guidelines of the World Health Organization as given in the International Statistical Classification of Diseases and Related Health Problems, 10th Edition — Classification of Mental and Behavioural Disorders, WHO 1992. This document contains detailed descriptions of the diagnostic requirements which may be useful for their application to medical assessment.</i></p>	ATCO.MED. B.055 under (b)								
6.5.2.3	<p>6.5.2.3 The applicant shall have no established medical history or clinical diagnosis of any of the following:</p> <p>a) a progressive or non-progressive disease of the nervous system, the effects of which are likely to interfere with the safe exercise of the applicant's licence and rating privileges;</p> <p>b) epilepsy; or</p> <p>c) any disturbance of consciousness without satisfactory medical explanation of cause.</p>	Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED. B.065 and AMC1 ATCO.MED. B.065 under (b), (c) and (d)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.5.2.4	<p>6.5.2.4 The applicant shall not have suffered any head injury, the effects of which are likely to interfere with the safe exercise of the applicant's licence and rating privileges.</p>	Reg. (EU) 2015/340, Annex IV, Part	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

		ATCO.MED, ATCO.MED. B.065 and AMC1 ATCO.MED. B.065 under (b), (c) and (d)								
6.5.2.5	6.5.2.5 The applicant shall not possess any abnormality of the heart, congenital or acquired, which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.	Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED. B.010	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.5.2.5.1	6.5.2.5.1 An applicant who has undergone coronary bypass grafting or angioplasty (with or without stenting) or other cardiac intervention or who has a history of myocardial infarction or who suffers from any other potentially incapacitating cardiac condition shall be assessed as unfit unless the applicant's cardiac condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence and rating privileges.	Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED. B.010 under (d) and AMC1 ATCO.MED. B.065 under (b), (c) and (d)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.5.2.5.2	6.5.2.5.2 An applicant with an abnormal cardiac rhythm shall be assessed as unfit unless the	Reg. (EU) 2015/340,	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	cardiac arrhythmia has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence and rating privileges.  <i>Note.— Guidance on cardiovascular evaluation is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i>	Annex IV, Part ATCO.MED, ATCO.MED. B.010 under (e) and AMC1 ATCO.MED. B.010 under (a)(1)								
6.5.2.6	6.5.2.6 Electrocardiography shall form part of the heart examination for the first issue of a Medical Assessment.	Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED. B.010 under (a)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
6.5.2.6.1	6.5.2.6.1 Electrocardiography shall be included in re-examinations of applicants after the age of 50 no less frequently than every two years.  <i>Note 1.— The purpose of routine electrocardiography is case finding. It does not provide sufficient evidence to justify disqualification without further thorough cardiovascular investigation.</i>  <i>Note 2.— Guidance on resting and exercise electrocardiography is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i>	Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED. B.010 under (a)(1)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, requires annual after age 40	

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

6.5.2.7	6.5.2.7 The systolic and diastolic blood pressures shall be within normal limits.	Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED. B.010 under (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.5.2.7.1	6.5.2.7.1 The use of drugs for control of high blood pressure is disqualifying except for those drugs, the use of which is compatible with the safe exercise of the applicant's licence privileges.  <i>Note.— Guidance on this subject is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i>	Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED. B.010 under (c) and AMC1 ATCO.MED. B.010 under (j)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.5.2.8	6.5.2.8 There shall be no significant functional nor structural abnormality of the circulatory system.	Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED. B.010 under	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

		(b)								
6.5.2.9	6.5.2.9 There shall be no disability of the lungs nor any active disease of the structures of the lungs, mediastinum or pleurae likely to result in incapacitating symptoms.  <i>Note.— Chest radiography is usually not necessary but may be indicated in cases where asymptomatic pulmonary disease can be expected.</i>	Reg. (EU) 2015/340, Annex IV, Part ATCO.MED ATCO.MED. B.015	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.5.2.10	6.5.2.10 Applicants with chronic obstructive pulmonary disease shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.	Reg. (EU) 2015/340, Annex IV, Part ATCO.MED ATCO.MED. B.015 under (d) and AMC1 ATCO.MED. B.015 under (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.5.2.11	6.5.2.11 Applicants with asthma causing significant symptoms or likely to cause incapacitating symptoms shall be assessed as unfit.	Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED. B.015 under (c) and	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

		AMC1 ATCO.MED. B.015 under (c)								
6.5.2.11.1	6.5.2.11.1 The use of drugs for control of asthma shall be disqualifying except for those drugs, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.  <i>Note.— Guidance on hazards of medications is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i>	Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED. B.015 under (c) and AMC1 ATCO.MED. B.015 under (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.5.2.12	6.5.2.12 Applicants with active pulmonary tuberculosis shall be assessed as unfit.	Reg. (EU) 2015/340, Annex IV, Part ATCO.MED ATCO.MED. B.040(b)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.5.2.12.1	6.5.2.12.1 Applicants with quiescent or healed lesions, known to be tuberculous or presumably tuberculous in origin, may be assessed as fit.	Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED.	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p><i>Note 1.— Guidance on assessment of respiratory diseases is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i></p> <p><i>Note 2.— Guidance on hazards of medication and drugs is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i></p>	B.040 under (b)								
6.5.2.13	6.5.2.13 Applicants with significant impairment of the function of the gastrointestinal tract or its adnexae shall be assessed as unfit.	Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED. B.020	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.5.2.14	6.5.2.14 Applicants with sequelae of disease of or surgical intervention on any part of the digestive tract or its adnexa, likely to cause incapacitation, in particular any obstructions due to stricture or compression, shall be assessed as unfit.	Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED. B.020 under (a) and AMC1 ATCO.MED. B.020 under (f)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.5.2.14.1	6.5.2.14.1 <b>Recommendation.</b> — <i>An applicant who has undergone a major surgical operation on the biliary passages or the digestive tract or its adnexa, with</i>	Reg. (EU) 2015/340, Annex IV,	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<i>a total or partial excision or a diversion of any of these organs should be assessed as unfit until such time as the medical assessor, having access to the details of the operation concerned, considers that the effects of the operation are not likely to cause incapacitation.</i>	Part ATCO.ME, ATCO.MED. B.020 under (c) and AMC1 ATCO.MED. B.020 under (f)								
6.5.2.15	6.5.2.15 Applicants with metabolic, nutritional or endocrine disorders that are likely to interfere with the safe exercise of their licence and rating privileges shall be assessed as unfit.	Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED. B.025 AMC1 ATCO.MED. B.025 under (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.5.2.16	6.5.2.16 Applicants with insulin-treated diabetes mellitus shall be assessed as unfit.  <i>Note.— Guidance on assessment of Type 2 insulin-treated diabetic applicants under the provisions of 1.2.4.10 is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i>	Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED. B.025 under (b)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.5.2.16.1	6.5.2.16.1 Applicants with non-insulin-treated diabetes shall be assessed as unfit unless the condition is shown to be satisfactorily controlled by diet alone or by	Reg. (EU) 2015/340, Annex IV,	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	diet combined with oral anti-diabetic medication, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.  <i>Note.— Guidance on assessment of diabetic applicants is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i>	Part ATCO.MED, ATCO.MED. B.025 under (b)(2) and AMC1 ATCO.MED. B.025 under (e)							
6.5.2.17	6.5.2.17 Applicants with diseases of the blood and/or the lymphatic system shall be assessed as unfit, unless adequately investigated and their condition found unlikely to interfere with the safe exercise of their licence and rating privileges.	Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED. B.030 and AMC1 ATCO.MED. B.030	<input checked="" type="checkbox"/>	<input type="checkbox"/>					
6.5.2.18	6.5.2.18 Applicants with renal or genito-urinary disease shall be assessed as unfit unless adequately investigated and their condition found unlikely to interfere with the safe exercise of their licence and rating privileges.	Reg. (EU) 2015/340, Annex IV, Part ATCO.MED ATCO.MED. B.035 and AMC1 ATCO.MED. B.035	<input checked="" type="checkbox"/>	<input type="checkbox"/>					

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

6.5.2.18.1	6.5.2.18.1 Urine examination shall form part of the medical examination and abnormalities shall be adequately investigated.  <i>Note.— Guidance on urine examination and evaluation of abnormalities is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i>	Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED. B.035 under (a) and AMC1 ATCO.MED. B.035 under (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.5.2.19	6.5.2.19 Applicants with sequelae of disease of, or surgical procedures on the kidneys or the genitourinary tract, in particular obstructions due to stricture or compression, shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.	Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED. B.035 under (b), (c) and (d) and AMC1 ATCO.MED. B.035 under (d)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.5.2.19.1	6.5.2.19.1 Applicants who have undergone nephrectomy shall be assessed as unfit unless the condition is well compensated.	Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED.	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

		B.035 under (d) and AMC1 ATCO.MED. B.035 under (d)(2)								
6.5.2.20	<p>6.5.2.20 Applicants who are seropositive for HIV shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed as not likely to interfere with the safe exercise of the applicant's licence or rating privileges.</p> <p><i>Note 1.— Early diagnosis and active management of HIV disease with antiretroviral therapy reduces morbidity and improves prognosis and thus increases the likelihood of a fit assessment.</i></p> <p><i>Note 2.— Guidance on the assessment of applicants who are seropositive for HIV is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i></p>	Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED. B.040 under (a) and AMC1 ATCO.MED. B.040 under (d)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	In Reg. (EU) 2015/340, Annex IV, Part ATCO.MED this is not permitted for initial issue of class 3 certificate	
6.5.2.21	6.5.2.21 Applicants who are pregnant shall be assessed as unfit unless obstetrical evaluation and continued medical supervision indicate a low-risk uncomplicated pregnancy.	Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED. B.045 under (b) and AMC1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

		ATCO.MED. B.045 under (b)								
6.5.2.21.1	6.5.2.21.1 <b>Recommendation.</b> — <i>During the gestational period, precautions should be taken for the timely relief of an air traffic controller in the event of early onset of labour or other complications.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not implemented in EU rules	
6.5.2.21.2	6.5.2.21.2 <b>Recommendation.</b> — <i>For applicants with a low-risk uncomplicated pregnancy, evaluated and supervised in accordance with 6.5.2.21, the fit assessment should be limited to the period until the end of the 34th week of gestation.</i>	Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED. B.045 under (b) and AMC1 ATCO.MED. B.045 under (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
6.5.2.22	6.5.2.22 Following confinement or termination of pregnancy the applicant shall not be permitted to exercise the privileges of her licence until she has undergone re-evaluation in accordance with best medical practice and it has been determined that she is able to safely exercise the privileges of her licence and ratings.	Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED. B.045 under (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

6.5.2.23	<p>6.5.2.23 The applicant shall not possess any abnormality of the bones, joints, muscles, tendons or related structures which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.</p> <p><i>Note.— Any sequelae after lesions affecting the bones, joints, muscles or tendons, and certain anatomical defects will normally require functional assessment to determine fitness.</i></p>	Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED. B.050 and AMC1 ATCO.MED. B.050	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.5.2.24	<p>6.5.2.24 The applicant shall not possess any abnormality or disease of the ear or related structures which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.</p>	Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED. B.080 under (b) and AMC1 ATCO.MED. B.080	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.5.2.25	<p>6.5.2.25 There shall be no malformation nor any disease of the nose, buccal cavity or upper respiratory tract which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.</p>	Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED. B.080 under (b) and AMC1 ATCO.MED.	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

		B.080								
6.5.2.26	6.5.2.26 Applicants with stuttering or other speech defects sufficiently severe to cause impairment of speech communication shall be assessed as unfit.	Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED. B.080 under (b) and AMC1 ATCO.MED. B.080 under (e)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
6.5.3.1	6.5.3 Visual requirements  The medical examination shall be based on the following requirements.  6.5.3.1 The function of the eyes and their adnexa shall be normal. There shall be no active pathological condition, acute or chronic, nor any sequelae of surgery or trauma of the eyes or their adnexa likely to reduce proper visual function to an extent that would interfere with the safe exercise of the applicant's licence and rating privileges.	Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED. B.070 and AMC1 ATCO.MED. B.070	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
6.5.3.2	6.5.3.2 Distant visual acuity with or without correction shall be 6/9 or better in each eye separately, and binocular visual acuity shall be 6/6 or better. No	Reg. (EU) 2015/340, Annex IV,	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	In Reg. (EU) 2015/340,	

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p>limits apply to uncorrected visual acuity. Where this standard of visual acuity can be obtained only with correcting lenses, the applicant may be assessed as fit provided that:</p> <p>a) such correcting lenses are worn during the exercise of the privileges of the licence or rating applied for or held; and</p> <p>b) in addition, a pair of suitable correcting spectacles is kept readily available during the exercise of the privileges of the applicant's licence.</p> <p><i>Note.— An applicant accepted as meeting these provisions is deemed to continue to do so unless there is reason to suspect otherwise, in which case an ophthalmic report is required at the discretion of the Licensing Authority. Both uncorrected and corrected visual acuity are normally measured and recorded at each re-examination. Conditions which indicate a need to obtain an ophthalmic report include: a substantial decrease in the uncorrected visual acuity, any decrease in best corrected visual acuity, and the occurrence of eye disease, eye injury or eye surgery.</i></p>	Part ATCO.MED, ATCO.MED. B.070 under (b) and (j) and AMC1 ATCO.MED. B.070 under (d)(3)						Annex IV, Part ATCO.MED it is stated that applicants with hypermetropia exceeding +5.0 diopres, myopia exceeding -6 diopres, an astigmatic component exceeding 3 diopres or anisometropia exceeding 3 diopres; shall have a corrected visual acuity of 6/6 or better in each	
--	---	--	--	--	--	--	--	--	--

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

									eye.	
6.5.3.2.1	<p>6.5.3.2.1 Applicants may use contact lenses to meet this requirement provided that:</p> <p>a) the lenses are monofocal and non-tinted;</p> <p>b) the lenses are well tolerated; and</p> <p>c) a pair of suitable correcting spectacles is kept readily available during the exercise of the licence privileges.</p> <p><i>Note.— Applicants who use contact lenses may not need to have their uncorrected visual acuity measured at each re-examination provided the history of their contact lens prescription is known.</i></p>	Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED. B.070 under (j)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.5.3.2.2	<p>6.5.3.2.2 Applicants with a large refractive error shall use contact lenses or high-index spectacle lenses.</p> <p><i>Note.— If spectacles are used, high-index lenses are needed to minimize peripheral field distortion.</i></p>	Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED. B.070 under (j)(5) and AMC1 ATCO.MED. B.070 under	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

		(d)(4)								
6.5.3.2.3	<p>6.5.3.2.3 Applicants whose uncorrected distant visual acuity in either eye is worse than 6/60 shall be required to provide a full ophthalmic report prior to initial Medical Assessment and every five years thereafter.</p> <p><i>Note 1.— The purpose of the required ophthalmic examination is (1) to ascertain normal vision performance, and (2) to identify any significant pathology.</i></p> <p><i>Note 2.— Guidance on the assessment of monocular applicants under the provisions of 1.2.4.10 is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i></p>	Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED. B.070 under (a)(1) and AMC1 ATCO.MED. B.070 under (d)(2) and (3)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		In Reg. (EU) 2015/340, Annex IV, Part ATCO.MED is stated that all initial Medical assessments include a comprehensive eye examination which is repeated periodically depending on the refractive error and the functional performance of the eye.

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

6.5.3.3	6.5.3.3 Applicants who have undergone surgery affecting the refractive status of the eye shall be assessed as unfit unless they are free from those sequelae which are likely to interfere with the safe exercise of their licence and rating privileges.	Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED. B.070 under (g) and AMC1 ATCO.MED. B.070 under (i)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.5.3.4	6.5.3.4 The applicant shall have the ability to read, while wearing the correcting lenses, if any, required by 6.5.3.2, the N5 chart or its equivalent at a distance selected by that applicant in the range of 30 to 50 cm and the ability to read the N14 chart or its equivalent at a distance of 100 cm. If this requirement is met only by the use of near correction, the applicant may be assessed as fit provided that this near correction is added to the spectacle correction already prescribed in accordance with 6.5.3.2; if no such correction is prescribed, a pair of spectacles for near use shall be kept readily available during the exercise of the privileges of the licence. When near correction is required, the applicant shall demonstrate that one pair of spectacles is sufficient to meet both distant and near visual requirements.  <i>Note 1.— N5 and N14 refer to the size of typeface used. For further details, see the Manual of Civil Aviation Medicine (Doc 8984).</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<p><i>Note 2.— An applicant who needs near correction to meet the requirement will require “look-over”, bifocal or perhaps multi-focal lenses in order to read radar screens, visual displays and written or printed material and also to make use of distant vision, through the windows, without removing the lenses. Single-vision near correction (full lenses of one power only, appropriate for reading) may be acceptable for certain air traffic control or remote pilot duties. However, it should be realized that single-vision near correction significantly reduces distant visual acuity.</i></p> <p><i>Note 3.— Whenever there is a requirement to obtain or renew correcting lenses, an applicant is expected to advise the refractionist of reading distances for the air traffic control or remote pilot duties the applicant is likely to perform.</i></p>									
6.5.3.4.1	6.5.3.4.1 When near correction is required in accordance with this paragraph, a second pair of near-correction spectacles shall be kept available for immediate use.	Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED. B.070 under (j)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.5.3.5	6.5.3.5 The applicant shall be required to have normal fields of vision.	Reg. (EU) 2015/340, Annex IV, Part ATCO.MED	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

		ATCO.MED. B.070 under (f)								
6.5.3.6	6.5.3.6 The applicant shall be required to have normal binocular function.	Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED. B.070 under (f)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.5.3.6.1	6.5.3.6.1 Reduced stereopsis, abnormal convergence not interfering with near vision, and ocular misalignment where the fusional reserves are sufficient to prevent asthenopia and diplopia need not be disqualifying.	Reg. (EU) 2015/340, Annex IV, Part ATCO.MED ATCO.MED. B.070 under (f) and AMC1 ATCO.MED. B.070 under (e) and (h)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.5.4.1	6.5.4 Hearing requirements  6.5.4.1 The applicant, when tested on a pure-tone audiometer shall not have a hearing loss, in either	Reg. (EU) 2015/340, Annex IV, Part ATCO.MED,	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference					Not Applicable	Details of Difference	Remarks
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes			Significant Difference			
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	ear separately, of more than 35 dB at any of the frequencies 500, 1 000 or 2 000 Hz, or more than 50 dB at 3 000 Hz.	ATCO.MED. B.080 under (a)(4)(i)								
6.5.4.1.1	<p>6.5.4.1.1 An applicant with a hearing loss greater than the above may be declared fit provided that the applicant has normal hearing performance against a background noise that reproduces or simulates that experienced in a typical air traffic control or remote pilot working environment.</p> <p><i>Note 1.— The frequency composition of the background noise is defined only to the extent that the frequency range 600 to 4 800 Hz (speech frequency range) is adequately represented.</i></p> <p><i>Note 2.— In the speech material for discrimination testing, both aviation-relevant phrases and phonetically balanced words are normally used.</i></p>	Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED. B.080 under (a)(4)(ii) and AMC1 ATCO.MED. B.080 under (a)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Regarding the remote pilot see remark under 2.11.1.1				
6.5.4.1.2	<p>6.5.4.1.2 Alternatively, a practical hearing test conducted in an air traffic control environment representative of the one for which the applicant's licence and ratings are valid may be used.</p> <p>_____</p>	Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, ATCO.MED. B.080 under (a)(4)(ii) Reg. and AMC1 ATCO.MED. B.080 under	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 1 Amendment 179	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	PERSONNEL LICENSING -  Annex Standard or Recommended Practice		No	Yes						Sigini- ficant Differ- ence
				Level of implementation of SARPs						
				A) More Exactin- g or Exceed- s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	(a)(3)									