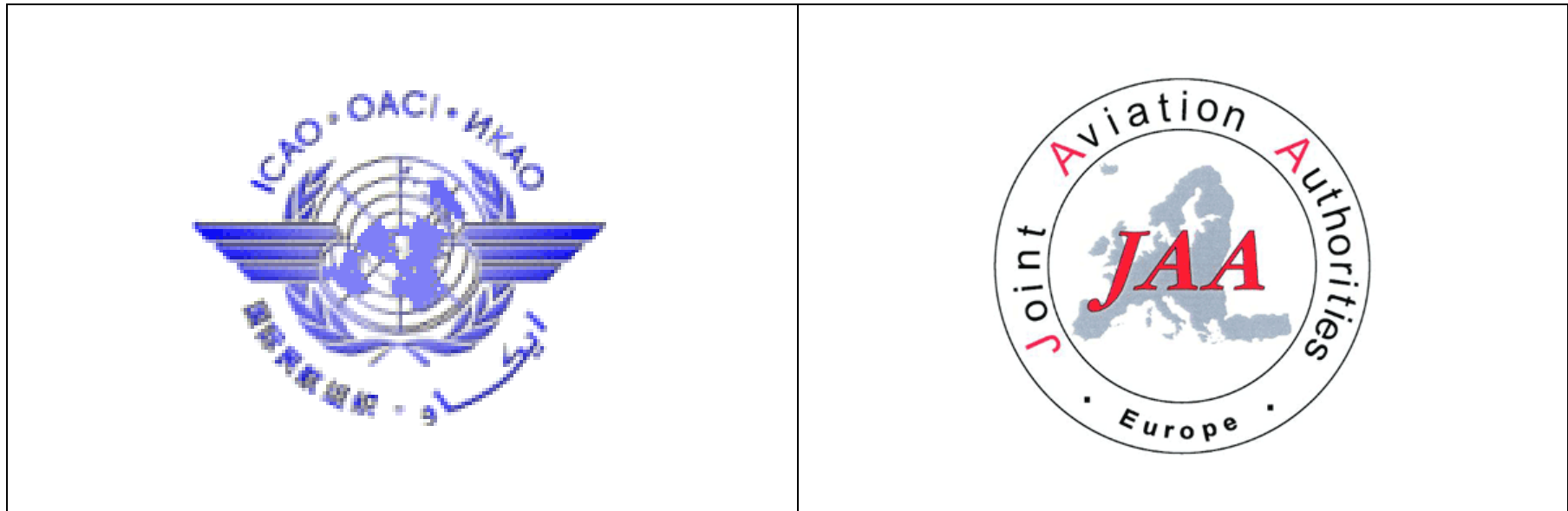

Comparison

Annex 1 to the ICAO Convention

«»

JAR-FCL 1



Used Versions :

- » Annex 1 to the ICAO Convention - up to Amendment 166
- » JAR-FCL 1 – Amendment 3 and NPA-FCL 19

Chapter 1. Definitions and General Rules concerning Licences

1.1 Definitions » See also ICAO Annex 1 – JAR-FCL 3 Comparison

ICAO Annex 1	JAR-FCL » JAR-FCL 1.001	Notes
Aeroplane. <i>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.</i>		No definition in JAR-FCL and ICAO Annex 1 definition differs from the JAR 1 definition
Aircraft. <i>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.</i>		No definition in JAR-FCL and ICAO Annex 1 definition is the same as the JAR 1 definition
Aircraft — category. <i>Classification of aircraft according to specified basic characteristics, e.g. aeroplane, helicopter, glider, free balloon.</i>	Category (of aircraft): Categorisation of aircraft according to specified basic characteristics, e.g. aeroplane, helicopter, glider, free balloon.	JAR-FCL definition is equivalent to the ICAO Annex 1 definition
Aircraft certificated for single-pilot operation. <i>A type of aircraft which the State of Registry has determined, during the certification process, can be operated safely with a minimum crew of one pilot.</i>	Single-pilot aeroplanes: Aeroplanes certificated for operation by one pilot.	JAR-FCL definition is equivalent to the ICAO Annex 1 definition
Aircraft — type of. <i>All aircraft of the same basic design including all modifications thereto except those modifications which result in a change in handling or flight characteristics.</i>	Type (of aircraft): All aircraft of the same basic design, including all modifications except those modifications which result in a change of handling, flight characteristics or flight crew complement.	JAR-FCL definition is equivalent to the ICAO Annex 1 definition
Approved training. <i>Training conducted under special curricula and supervision approved by a Contracting State.</i>		No definition in JAR-FCL

Comparison Annex 1 to the ICAO Convention «» JAR-FCL – Used Versions : Annex 1 to the ICAO Convention up to Amendment 166 and JAR-FCL 1 Amdt. 3 and NPA-FCL 19

ICAO Annex 1	JAR-FCL » JAR-FCL 1.001	Notes
<p>Approved training organisation. <i>An organization approved by a Contracting State in accordance with the requirements of Annex 1, paragraph 1.2.8.2 and Appendix 2 to perform flight crew training and operating under the supervision of that State.</i></p>		<p>No definition in JAR-FCL</p>
	<p>Conversion (of a licence): The issue of a JAR–FCL licence on the basis of a licence issued by a non-JAA State.</p>	<p>No ICAO Annex 1 definition</p>
<p>Co-pilot. <i>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.</i></p>	<p>Co-pilot: “Co-pilot” means a pilot operating other than as pilot-in-command, an aircraft for which more than one pilot is required under the list of types of aeroplanes (see Appendix 1 to JAR-FCL 1.220) or the type certification of the aircraft, or the operational regulations under which the flight is conducted, but excluding a pilot who is on board the aircraft for the sole purpose of receiving flight instruction for a licence or rating.</p>	<p>JAR-FCL definition is equivalent to the ICAO Annex 1 definition</p>
<p>Dual instruction time. <i>Flight time during which a person is receiving flight instruction from a properly authorized pilot on board the aircraft.</i></p>	<p>Dual instruction time: Flight time or instrument ground time during which a person is receiving flight instruction from a properly authorised instructor.</p>	<p>JAR-FCL definition is equivalent to the ICAO Annex 1 definition</p>
<p>Flight time — aeroplanes. <i>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.</i></p> <p>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.</p>	<p>Flight time: The total time from the moment an aircraft first moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight.</p>	<p>JAR-FCL definition is equivalent to the ICAO Annex 1 definition</p>
<p>Human performance. <i>Human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations.</i></p>		<p>No definition in JAR-FCL</p>

Comparison Annex 1 to the ICAO Convention «» JAR-FCL – Used Versions : Annex 1 to the ICAO Convention up to Amendment 166 and JAR-FCL 1 Amdt. 3 and NPA-FCL 19

ICAO Annex 1	JAR-FCL » JAR-FCL 1.001	Notes
Instrument time. <i>Instrument flight time or instrument ground time.</i>	Instrument time: Instrument flight time or instrument ground time.	
Instrument flight time. <i>Time during which a pilot is piloting an aircraft solely by reference to instruments and without external reference points.</i>	Instrument flight time: Time during which a pilot is controlling an aircraft in flight solely by reference to instruments.	JAR-FCL definition is equivalent to the ICAO Annex 1 definition
Instrument ground time. <i>Time during which a pilot is practising, on the ground, simulated instrument flight in a synthetic flight trainer approved by the Licensing Authority.</i>	Instrument ground time: Time during which a pilot is receiving instruction in simulated instrument flight in synthetic training devices (STDs).	JAR-FCL definition is equivalent to the ICAO Annex 1 definition
	Multi-crew co-operation: The functioning of the flight crew as a team of co-operating members led by the pilot-in-command	No ICAO Annex 1 definition
<p>Licensing Authority. <i>The Authority designated by a Contracting State as responsible for the licensing of personnel.</i></p> <p>Note.— In the provisions of this Annex, the Licensing Authority is deemed to have been given the following responsibilities by the Contracting State:</p> <ul style="list-style-type: none"> a) assessment of an applicant's qualifications to hold a licence or rating; b) issue and endorsement of licences and ratings; c) designation and authorization of approved persons; d) approval of training courses; e) approval of the use of synthetic flight trainers and authorization for their use in gaining the experience or in demonstrating the skill required for the issue of a licence or rating; and 		No definition in JAR-FCL

Comparison Annex 1 to the ICAO Convention «» JAR-FCL – Used Versions : Annex 1 to the ICAO Convention up to Amendment 166 and JAR-FCL 1 Amdt. 3 and NPA-FCL 19

ICAO Annex 1	JAR-FCL » JAR-FCL 1.001	Notes
f) validation of licences issued by other Contracting States.		
	Multi-pilot aeroplanes: Aeroplanes certificated for operation with a minimum crew of at least two pilots.	No ICAO Annex 1 definition
Night. <i>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.</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.	Night: The period 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.	JAR-FCL definition is equivalent to the ICAO Annex 1 definition
	Other training devices: Training aids other than flight simulators, flight training devices or flight and navigation procedures trainers which provide means for training where a complete flight deck environment is not necessary.	Equivalent definition in JAR-STD
	Private pilot: A pilot who holds a licence which prohibits the piloting of aircraft in operations for which remuneration is given.	No ICAO Annex 1 definition
	Professional pilot: A pilot who holds a licence which permits the piloting of aircraft in operations for which remuneration is given.	No ICAO Annex 1 definition
	Proficiency checks: Demonstrations of skill to revalidate or renew ratings, and including such oral examination as the examiner may require.	No ICAO Annex 1 definition

Comparison Annex 1 to the ICAO Convention «» JAR-FCL – Used Versions : Annex 1 to the ICAO Convention up to Amendment 166 and JAR-FCL 1 Amdt. 3 and NPA-FCL 19

ICAO Annex 1	JAR-FCL » JAR-FCL 1.001	Notes
Pilot (to). <i>To manipulate the flight controls of an aircraft during flight time.</i>		No definition in JAR-FCL
Pilot-in-command. <i>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.</i>		No definition in JAR-FCL
Rating. <i>An authorization entered on or associated with a licence and forming part thereof, stating special conditions, privileges or limitations pertaining to such licence.</i>	<p>Rating:</p> <p>An entry in a licence stating special conditions, privileges or limitations pertaining to that licence.</p>	JAR-FCL definition is equivalent to the ICAO Annex 1 definition
Rendering (a licence) valid. <i>The action taken by a Contracting State, as an alternative to issuing its own licence, in accepting a licence issued by any other Contracting State as the equivalent of its own licence.</i>		No definition in JAR-FCL
	<p>Renewal (of e.g. a rating or approval):</p> <p>The administrative action taken after a rating or approval has lapsed that renews the privileges of the rating or approval for a further specified period consequent upon the fulfilment of specified requirements.</p>	No ICAO Annex 1 definition
	<p>Revalidation (of e.g. a rating or approval):</p> <p>The administrative action taken within the period of validity of a rating or approval that allows the holder to continue to exercise the privileges of a rating or approval for a further specified period consequent upon the fulfilment of specified requirements.</p>	No ICAO Annex 1 definition
	<p>Route sector:</p> <p>A flight comprising take-off, departure, cruise of not less than 15 minutes, arrival, approach and landing phases.</p>	No ICAO Annex 1 definition

Comparison Annex 1 to the ICAO Convention «» JAR-FCL – Used Versions : Annex 1 to the ICAO Convention up to Amendment 166 and JAR-FCL 1 Amdt. 3 and NPA-FCL 19

ICAO Annex 1	JAR-FCL » JAR-FCL 1.001	Notes
	Skill tests: Skill tests are demonstrations of skill for licence or rating issue, including such oral examination as the examiner may require.	No ICAO Annex 1 definition
Solo flight time. <i>Flight time during which a student pilot is the sole occupant of an aircraft.</i>	Solo flight time: Flight time during which a student pilot is the sole occupant of an aircraft.	JAR-FCL definition is equivalent to the ICAO Annex 1 definition
Synthetic flight trainer. <i>Any one of the following three types of apparatus in which flight conditions are simulated on the ground:</i> A flight simulator, which provides an accurate representation of the flight deck of a particular aircraft type 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; A flight procedures trainer, which provides a realistic flight deck 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; A basic instrument flight trainer, which is equipped with appropriate instruments, and which simulates the flight deck environment of an aircraft in flight in instrument flight conditions.		Equivalent definitions in JAR-STD.
	Student pilot-in-command (SPIC): Flight time during which the flight instructor will only observe the student acting as pilot-in-command and shall not influence or control the flight of the aircraft.	No ICAO Annex 1 definition

1.2 General rules concerning licences

1.2.1 Authority to act as a flight crew member

ICAO Annex 1	JAR-FCL 1	Notes
1.2.1 Authority to act as a flight crew member	JAR-FCL 1.010(a) Basic authority to act as a flight crew member	JAR-FCL and ICAO Annex 1 are equivalent.

1.2.2 Method of rendering a licence valid

ICAO Annex 1	JAR-FCL 1	Notes
1.2.2.1 and Note 1.2.2.2 Recommendation.— and Note	JAR-FCL 1.015 (b) (1) and (2) Acceptance of licences, ratings, authorisations, approvals or certificates (See Appendix 1 to JAR-FCL 1.015) (See Appendix 2 to JAR-FCL 1.015)	JAR-FCL and ICAO Annex 1 are equivalent. JAR-FCL extends the acceptance without formality to professional licences for JAA Member States which are recommended for mutual recognition concerning JAR-FCL

1.2.3 Privileges of the holder of a licence

ICAO Annex 1	JAR-FCL 1	Notes
1.2.3	JAR-FCL 1.010(b) Exercise of privileges.	JAR-FCL equivalent to ICAO Annex 1.

1.2.4 Medical fitness » See ICAO Annex 1 - JAR-FCL 3 Comparison

1.2.5 Validity of licences » See also ICAO Annex 1 - JAR-FCL 3 Comparison

ICAO Annex 1	JAR-FCL 1	Notes
1.2.5.1 1.2.5.1.1 Note 1. Note 2. Note 3. Note 4.	JAR-FCL 1.025(a) Validity of licences and ratings	JAR-FCL equivalent to ICAO Annex 1.
1.2.5.2 1.2.5.2.1	JAR-FCL 1.025(b) Validity of the licence and revalidation of a rating	JAR-FCL equivalent to ICAO Annex 1. But, JAR-FCL has a validity period for aeroplane class and type ratings and helicopter type ratings instead of differentiation by aircraft category and licence level.

1.2.6 Decrease of medical fitness » See ICAO Annex 1 - JAR-FCL 3 Comparison

1.2.7 Use of psychoactive substances » See ICAO Annex 1 - JAR-FCL 3 Comparison

1.2.8 Approved training and approved training organization

ICAO Annex 1	JAR-FCL 1	Notes
Note.— 1.2.8.1	JAR-FCL 1.055 Training organisations and registered facilities	JAR-FCL equivalent to ICAO Annex 1.

Comparison Annex 1 to the ICAO Convention «» JAR-FCL – Used Versions : Annex 1 to the ICAO Convention up to Amendment 166 and JAR-FCL 1 Amdt. 3 and NPA-FCL 19

ICAO Annex 1	JAR-FCL 1	Notes
1.2.8.2	<p>(See Appendices 1a and 1b & Appendices 2 and 3 to JAR-FCL 1.055)</p> <p>(See Appendix 2 to JAR-FCL 1.125)</p>	<p>JAR-FCL contains specific Appendices and Acceptable Means of Compliances regarding the approval process of training organisations</p> <p>JAR-FCL 1.055 specifies Flight Training Organisations, Type rating Training Organisations and Registered Facilities.</p>

1.2.9 Language proficiency

ICAO Annex 1	JAR-FCL 1	Notes
1.2.9.1 - 1.2.9.7	Appendix 1 to JAR-FCL 1.200	<p>JAR-FCL is ICAO Annex 1 compliant concerning the present ICAO language proficiency standards and recommendations</p> <p>JAR-FCL is being reviewed to be compliant with new ICAO standards and recommendation applicable as of 5 March 2008.</p>

Chapter 2. Licences and Ratings for Pilots

2.1 General rules concerning pilot licences and Ratings

2.1.1. General licensing specifications

ICAO Annex 1	JAR-FCL 1	Notes
2.1.1.1	JAR-FCL 1.010 (a) and (b)	JAR-FCL equivalent to ICAO Annex 1.
2.1.1.2	Basic authority to act as a flight crew member and exercise of privileges	
2.1.1.2.1	JAR-FCL 1.225	
Note	Circumstances in which type and class ratings are required.	
2.1.1.3		
2.1.1.3.1		

2.1.2. Category ratings

ICAO Annex 1	JAR-FCL 1	Notes
2.1.2.1	JAR-FCL 1.240 Type and class ratings – requirements	JAR-FCL equivalent to ICAO Annex 1

2.1.3. Class and type ratings

ICAO Annex 1	JAR-FCL 1	Notes
2.1.3.1	JAR-FCL 1.215	JAR-FCL equivalent to ICAO Annex 1
2.1.3.1.1 - Recommendation	Class ratings (A)	

Comparison Annex 1 to the ICAO Convention «» JAR-FCL – Used Versions : Annex 1 to the ICAO Convention up to Amendment 166 and JAR-FCL 1 Amdt. 3 and NPA-FCL 19

ICAO Annex 1	JAR-FCL 1	Notes
2.1.3.2	JAR-FCL 1.220 Type ratings (A)	JAR-FCL equivalent to ICAO Annex 1
2.1.3.3	JAR-FCL 1.240 Type and Class ratings – Requirements	JAR-FCL equivalent to ICAO Annex 1

2.1.4. Circumstances in which class and type ratings are required

ICAO Annex 1	JAR-FCL 1	Notes
2.1.4.1 2.1.4.1.1	JAR-FCL 1.225	JAR-FCL equivalent to ICAO Annex 1 But, Reference to “limiting the privileges to act as pilot only during the cruise phase of the flight” is not explicit made in JAR-FCL. It refers only to “to any other conditions agreed with the JAA”.
2.1.4.2	JAR-FCL 1.230	JAR-FCL equivalent to ICAO Annex 1

2.1.5. Requirements for the issue of class and type ratings

ICAO Annex 1	JAR-FCL 1	Notes
2.1.5.1	JAR-FCL 1.262(a)	JAR-FCL equivalent to ICAO Annex 1
2.1.5.2(a)	Appendix 1 to JAR-FCL 1.240 & 1.295	JAR-FCL equivalent to ICAO Annex 1
2.1.5.2(b)	JAR-FCL 1.262(b)	JAR-FCL equivalent to ICAO Annex 1
2.1.5.2(c)	JAR-FCL 1.285 and JAR-FCL 1.250	JAR-FCL equivalent to ICAO Annex 1
2.1.5.3	JAR-FCL 1.261(a) and JAR-FCL 1.262	JAR-FCL equivalent to ICAO Annex 1

2.1.6. Use of synthetic flight trainers for demonstration of skill

ICAO Annex 1	JAR-FCL	Notes
2.1.6	JAR-FCL 1.005(a)(4)	JAR-FCL equivalent to ICAO Annex 1

2.1.7. Circumstances in which an instrument rating is required

ICAO Annex 1	JAR-FCL 1	Notes
2.1.7	JAR-FCL 1.175	JAR-FCL equivalent to ICAO Annex 1
Note	JAR-FCL 1.275(a)(1)	

2.1.8. Circumstances in which authorization to conduct flight instruction is required

ICAO Annex 1	JAR-FCL 1	Notes
2.1.8.1	JAR-FCL 1.300(a)	JAR-FCL equivalent to ICAO Annex 1
2.1.8.2	JAR-FCL 1.010(a)(1)	JAR-FCL equivalent to ICAO Annex 1

2.1.9. Crediting of flight time

ICAO Annex 1	JAR-FCL 1	Notes
2.1.9.1	JAR-FCL 1.050(a)(2)	JAR-FCL equivalent to ICAO Annex 1
2.1.9.2 “.. to be credited with not more than 50 percent of the co-pilot flight time towards the total flight time required for a higher grade of pilot licence.”	JAR-FCL 1.050(a)(3)(i) “ ...to be credited with all of the co-pilot flight time towards the total flight time required for a higher grade of pilot licence.”	JAR-FCL deviates from ICAO Annex 1

ICAO Annex 1	JAR-FCL 1	Notes
2.1.9.3	JAR-FCL 1.050(a)(3)(ii)	JAR-FCL equivalent to ICAO Annex 1

2.1.10. Curtailment of privileges of pilots who have attained their 60th birthday

ICAO Annex 1	JAR-FCL 1	Notes
<p>2.1.10.1 A Contracting State, having issued pilot licences, shall not permit the holder thereof to act as pilot-in-command of an aircraft engaged in scheduled international air services or non-scheduled international air transport operations for remuneration or hire if the licence holders have attained their 60th birthday</p> <p>2.1.10.2 Recommendation – <i>A Contracting State, having issued pilot licences, should not permit the holders thereof to act as co-pilot of an aircraft engaged in scheduled international air services or non-scheduled international air transport operations for remuneration or hire if the licence holders have attained their 60th birthday</i></p>	<p>JAR-FCL 1.060</p> <p>Curtailment of privileges of licence holders aged 60 years or more</p> <p>(a) Age 60–64. The holder of a pilot licence who has attained the age of 60 years shall not act as a pilot of an aircraft engaged in commercial air transport operations except:</p> <p>(1) as a member of a multi-pilot crew and provided that,</p> <p>(2) such holder is the only pilot in the flight crew who has attained age 60.</p> <p>(b) Age 65. The holder of a pilot licence who has attained the age of 65 years shall not act as a pilot of an aircraft engaged in commercial air transport operations.</p>	<p>JAR-FCL deviates from ICAO Annex 1</p>

2.2 Student pilot

ICAO Annex 1	JAR-FCL 1	Notes
2.2.1	JAR-FCL 1.085	JAR-FCL equivalent to ICAO Annex 1
2.2.2	JAR-FCL 1.090	JAR-FCL equivalent to ICAO Annex 1
2.2.2.1	JAR-FCL 1.095	JAR-FCL equivalent to ICAO Annex 1

2.2.3. Medical fitness

ICAO Annex 1	JAR-FCL	Notes
2.2.3	JAR-FCL 1.095	JAR-FCL equivalent to ICAO Annex 1

2.3 Private pilot licence - Aeroplane

2.3.1. Requirements for the issue of the licence

ICAO Annex 1	JAR-FCL 1	Notes
2.3.1.1 Age	JAR-FCL 1.100	JAR-FCL equivalent to ICAO Annex 1
2.3.1.2 Knowledge	JAR-FCL 1.125 and Appendix 1 to JAR-FCL 1.125 paragraph (2)	JAR-FCL equivalent to ICAO Annex 1
2.3.1.3 Experience 2.3.1.3.1 and 2.3.1.3.1.1 Total flight 40 hrs experience for PPL(A).	JAR-FCL 1.120 Total flight 45 hrs experience for PPL(A)	JAR-FCL deviates from ICAO Annex 1 JAR-FCL defines also credits for pilots with flying experience in other categories.
2.3.1.3.2	JAR-FCL 1.125(b)	JAR-FCL equivalent to ICAO Annex 1
2.3.1.4 Flight instruction 2.3.1.4.1	JAR-FCL 1.125 and Appendix 1 to JAR-FCL 1.125 paragraph(3)	JAR-FCL equivalent to ICAO Annex 1

Comparison Annex 1 to the ICAO Convention «» JAR-FCL – Used Versions : Annex 1 to the ICAO Convention up to Amendment 166 and JAR-FCL 1 Amdt. 3 and NPA-FCL 19

<p>2.3.1.4.2</p> <p>If the privileges of the licence are to be exercised at night, the applicant shall have received dual instruction in aeroplanes in night flying, including take-offs, landings and navigation.</p>	<p>JAR-FCL 1.125(c)</p> <p>(c) <i>Night qualification.</i> If the privileges of the licence are to be exercised at night, at least five additional hours flight time in aeroplanes shall be completed at night comprising 3 hours of dual instruction including at least 1 hour of cross-country navigation and five solo take-offs and five solo full-stop landings. This qualification will be endorsed on the licence.</p>	<p>JAR-FCL deviates from ICAO Annex 1</p>
<p>2.3.1.5 <i>Skill</i></p>	<p>JAR-FCL 1.135 and Appendix 1 to JAR-FCL 1.130 & 1.135 paragraph 17.</p>	<p>JAR-FCL equivalent to ICAO Annex 1</p>
<p>2.3.1.6 <i>Medical fitness</i></p>	<p>JAR-FCL 1.105</p>	<p>JAR-FCL equivalent to ICAO Annex 1</p>

2.3.2. Privileges of the holder of the licence and conditions to be observed in exercising such privileges

ICAO Annex 1	JAR-FCL 1	Notes
<p>2.3.2.1</p>	<p>JAR-FCL 1.110(a)</p>	<p>JAR-FCL equivalent to ICAO Annex 1</p>
<p>2.3.2.2</p>	<p>JAR-FCL 1.110(b)(2)</p>	<p>JAR-FCL equivalent to ICAO Annex 1</p>

2.4 Commercial pilot licence - Aeroplane

2.4.1. Requirements for the issue of the licence

ICAO Annex 1	JAR-FCL 1	Notes
2.4.1.1 Age	JAR-FCL 1.140	JAR-FCL equivalent to ICAO Annex 1
2.4.1.2 Knowledge	JAR-FCL 1.160 and Appendix 1 to JAR-FCL 1.160 & 1.165 paragraph (a)(1) paragraph (4)	JAR-FCL equivalent to ICAO Annex 1
2.4.1.3 Experience 2.4.1.3.1 and 2.4.1.3.1.1	JAR-FCL 1.155 and JAR-FCL 1.165(b)	JAR-FCL equivalent to ICAO Annex 1
2.4.1.3.2	Appendix 1 to JAR-FCL 1.160 & 1.165 (a)(1) paragraph (4) Appendix 1 to JAR-FCL 1.160 & 1.165 (a)(2) paragraph (4) Appendix 1 to JAR-FCL 1.160 & 1.165 (a)(3) paragraph (4)	JAR-FCL equivalent to ICAO Annex 1 But, JAR-FCL specifies in detail the credits granted to pilots with experience in other categories.
2.4.1.4 Flight instruction 2.4.1.4.1	JAR-FCL 1.165 and AMC FCL 1.160 & 1.165 (a)(1) - (a)(4)	JAR-FCL equivalent to ICAO Annex 1

Comparison Annex 1 to the ICAO Convention «» JAR-FCL – Used Versions : Annex 1 to the ICAO Convention up to Amendment 166 and JAR-FCL 1 Amdt. 3 and NPA-FCL 19

ICAO Annex 1	JAR-FCL 1	Notes
<p>2.4.1.4.2</p> <p>If the privileges of the licence are to be exercised at night, the applicant shall have received dual instruction in aeroplanes in night flying, including take-offs, landings and navigation</p>	<p>JAR-FCL 1.165(b)</p> <p>(b) <i>Night training.</i> The applicant shall have completed at least 5 hours flight time in aeroplanes at night comprising at least 3 hours of dual instruction, including at least 1 hour of cross-country navigation, and 5 solo take-offs and 5 full-stop landings.</p>	<p>JAR-FCL deviates from ICAO Annex 1</p>
<p>2.4.1.5 <i>Skill</i></p>	<p>JAR-FCL 1.170 and Appendix 1 to JAR-FCL 1.170.</p>	<p>JAR-FCL equivalent to ICAO Annex 1</p>
<p>2.4.1.6 <i>Medical fitness</i></p>	<p>JAR-FCL 1.145</p>	<p>JAR-FCL equivalent to ICAO Annex 1</p>

2.4.2. Privileges of the holder of the licence and conditions to be observed in exercising such privileges

ICAO Annex 1	JAR-FCL 1	Notes
<p>2.4.2.1</p>	<p>JAR-FCL 1.150</p>	<p>JAR-FCL equivalent to ICAO Annex 1</p>
<p>2.4.2.2</p>	<p>JAR-FCL 1.165(b)</p>	<p>JAR-FCL equivalent to ICAO Annex 1</p>

2.5 Airline transport pilot licence - Aeroplane

2.5.1. Requirements for the issue of the licence

ICAO Annex 1	JAR-FCL 1	Notes
2.5.1.1 Age	JAR-FCL 1.265	JAR-FCL equivalent to ICAO Annex 1
2.5.1.2 Knowledge	JAR-FCL 1.285 Appendix 1 to JAR-FCL 1.285 Appendix 1 to JAR-FCL 1.470	JAR-FCL equivalent to ICAO Annex 1
<p>2.5.1.3 Experience</p> <p>2.5.1.3.1 and 2.5.1.3.1.1 The applicant shall have completed in aeroplanes not less than:</p> <p>a) 250 hours, either as pilot-in-command, or made up by not less than 100 hours as pilot-in-command and the necessary additional flight time as co-pilot performing, under the supervision of the pilot-in-command, the duties and functions of a pilot-in-command, provided that the method of supervision employed is acceptable to the Licensing Authority;</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 co-pilot performing, under the supervision of the pilot-in-command, the duties and functions of a pilot-in-command, provided that the method of supervision employed is acceptable to the Licensing Authority;</p> <p>c) 75 hours of instrument time, of which not more than 30 hours may be instrument ground time; and</p>	<p>JAR-FCL 1.280(a)</p> <p>(a) An applicant for an ATPL(A) shall have completed as a pilot of aeroplanes at least 1500 hours of flight time (see also JAR-FCL 1.050(a)(3)). [Of the 1 500 hours flight time, up to 100 hours of flight time may have been completed in FS and FNPT of which a maximum of 25 hours may have been completed in FNPT,] including at least:</p> <p>(1) 500 hours in multi-pilot operations on aeroplanes type certificated in accordance with the JAR/FAR-25 Transport category or the JAR/FAR-23 Commuter category, or BCAR or AIR 2051;</p> <p>(2) 250 hours either as pilot-in-command or at least 100 hours as pilot-in-command and 150 hours as co-pilot performing, under the supervision of the pilot-in-command the duties and functions of a pilot-in-command provided that the method of supervision is acceptable to the Authority;</p>	<p>JAR-FCL deviates from ICAO Annex 1</p> <p>JAR-FCL requires in addition 500 hrs in multi-pilot operations on aeroplanes.</p>

Comparison Annex 1 to the ICAO Convention «» JAR-FCL – Used Versions : Annex 1 to the ICAO Convention up to Amendment 166 and JAR-FCL 1 Amdt. 3 and NPA-FCL 19

<p>d) 100 hours of night flight as pilot-in-command or as co-pilot.</p>	<p>(3) 200 hours of cross-country flight time of which at least 100 hours shall be as pilot-in-command or as co-pilot performing under the supervision of the pilot-in-command the duties and functions of a pilot-in-command, provided that the method of supervision is acceptable to the Authority;</p> <p>(4) 75 hours of instrument time of which not more than 30 hours may be instrument ground time; and</p> <p>(5) 100 hours of night flight as pilot-in-command or as co-pilot.</p>	
<p>2.5.1.3.2</p>	<p>JAR-FCL 1.280(b)</p>	<p>JAR-FCL equivalent to ICAO Annex 1</p> <p>But, JAR-FCL specifies in detail the credits granted to pilots with experience in other categories.</p>
<p>2.5.1.4 <i>Flight instruction</i></p> <p>The applicant shall have received the dual flight instruction required for the issue of the commercial pilot licence – aeroplane (2.4.1.4) and for the issue of the instrument rating – aeroplane (2.6.1.3).</p>	<p>JAR-FCL 1.290</p> <p>An applicant for an ATPL(A) shall be the holder of a CPL(A), a multi-engine instrument rating(A) and have received instruction in multi-crew co-operation as required by JAR-FCL 1.261(d) (see Appendix 1 to JAR-FCL 1.261(d) and AMC FCL 1.261(d)).</p>	<p>JAR-FCL deviates from ICAO Annex 1</p> <p>JAR-FCL requires in addition instruction in multi-crew co-operation.</p>
<p>2.5.1.5 <i>Skill</i></p>	<p>JAR-FCL 1.295 and Appendix 2 to JAR-FCL 1.240 & 1.295 paragraph 13.</p>	<p>JAR-FCL equivalent to ICAO Annex 1</p>
<p>2.5.1.6 <i>Medical fitness</i></p>	<p>JAR-FCL 1.270</p>	<p>JAR-FCL equivalent to ICAO Annex 1</p>

*Comparison Annex 1 to the ICAO Convention «» JAR-FCL – Used Versions : Annex 1 to the ICAO Convention up to Amendment 166 and JAR-FCL 1 Amdt. 3 and NPA-FCL 19
2.5.2. Privileges of the holder of the licence and conditions to be observed in exercising such privileges*

ICAO Annex 1	JAR-FCL 1	Notes
2.5.2	JAR-FCL 1.275(a)	JAR-FCL equivalent to ICAO Annex 1

2.6 Instrument rating - Aeroplane

2.6.1. Requirements for the issue of the rating

ICAO Annex 1	JAR-FCL 1	Notes
2.6.1.1 <i>Knowledge</i>	JAR-FCL 1.195(b) Appendix 1 to JAR-FCL 1.470	JAR-FCL equivalent to ICAO Annex 1
2.6.1.2 <i>Experience</i> 2.6.1.2.1 and 2.6.1.2.2	JAR-FCL 1.190	JAR-FCL equivalent to ICAO Annex 1
2.6.1.3 <i>Flight instruction</i> 2.6.1.3.1 2.6.1.3.2	JAR-FCL 1.205 Appendix 1 to JAR-FCL 1.205	JAR-FCL equivalent to ICAO Annex 1
2.6.1.4 <i>Skill</i> 2.6.1.4.1	JAR-FCL 1.210 and Appendix 1 to JAR-FCL 1.210 paragraph 12.	JAR-FCL equivalent to ICAO Annex 1
2.6.1.4.1.1	JAR-FCL 1.210(b) and Appendix 1 to JAR-FCL 1.205 paragraph 14.	JAR-FCL equivalent to ICAO Annex 1
2.6.1.5 <i>Medical fitness</i>	JAR-FCL 1.174	JAR-FCL equivalent to ICAO Annex 1

2.6.2. Privileges of the holder of the licence and conditions to be observed in exercising such privileges

ICAO Annex 1	JAR-FCL 1	Notes
2.6.2.1	JAR-FCL 1.180(a)	JAR-FCL equivalent to ICAO Annex 1
2.6.2.2		

2.11 Flight instructor rating appropriate to aeroplanes and helicopters

2.11.1. Requirements for the issue of the rating

ICAO Annex 1	JAR-FCL 1	Notes
2.11.1.1 Knowledge	JAR-FCL 1.340 Appendix 1 to JAR-FCL 1.340 AMC FCL 1.340 part 1	JAR-FCL equivalent to ICAO Annex 1
2.11.1.2 Experience	JAR-FCL 1.335	JAR-FCL equivalent to ICAO Annex 1, but JAR-FCL provides a detailed specification of the experience for the different instructor categories.
2.11.1.3 Flight instruction	Appendix 1 to JAR-FCL 1.340	JAR-FCL equivalent to ICAO Annex 1
2.11.1.4 Skill	JAR-FCL 1.345	JAR-FCL equivalent to ICAO Annex 1

2.11.2. Privileges of the holder of the licence and conditions to be observed in exercising such privileges

ICAO Annex 1	JAR-FCL 1	Notes
2.11.2	JAR-FCL 1.330 and JAR-FCL 1.310(a)	JAR-FCL equivalent to ICAO Annex 1, but JAR-FCL provides a detailed specification of the experience for the different instructor categories.