

GEN 1.7 Differences from ICAO Standards, Recommended Practices and Procedures

GEN 1.7 Разлики од ICAO стандардите, препораките и процедурите

1.7.1 ANNEX 1 PERSONNEL LICENSES

1.7.1

General:

The Republic of Macedonia has fully adopted Joint Aviation Requirements - Flight Crew Licencing for Aeroplanes helicopters (JAR-FCL 1, JAR-FCL 2) and Medical (JAR-FCL 3).

If any differences exist between JAR - FCL 1, 2 and 3 and the provisions of ICAO Annex 1, the same exist between the regulations and practices of the Republic of Macedonia and the provisions of ICAO Annex 1.

1.2.5.2.6 Republic of Macedonia does not defer medical examinations. Macedonia applies the requirements of JAR-FCL 3 (Medical) which does not permit deferral of a medical examination.

1.2.6.1.1 JAR-FCL 3.040 (d) (3) pregnancy (1), (2) illness, injury (b), JAR-FCL 3.115 (a). ICAO 20 d, JAR-FCL 3.021 duration.

1.2.8.2 Aviation Act, Article 136 and relevant bylaws for aviation personnel. Requirements for demonstrating compliance with provisions contained in Annex 19 are not implemented yet.

2.1.9.2 JAR-FCL 1.050 (a)(3)(i)

The holder of a licence is entitled to be credited with all of the co-pilot flight time towards the total flight time required for a higher grade of pilot licence.

2.3.3.1.1 JAR-FCL 1.120

The applicant shall have completed at least 45 hours of flight time as a pilot of aeroplanes.

2.4.4.1.1.1 (a) The applicant shall have completed at least 50 hours as pilot-in-command. Republic of Macedonia applies the requirements of JAR-FCL 2 (CAA Regulation 3.5)

2.6.4.1.1.1 In addition, the applicant shall have at least 350 hours in multi-pilot helicopters - JAR-FCL 2.280(a)(1). Republic of Macedonia applies the requirements of JAR-FCL 1.

2.7.1.3.2 Holders of private pilot licence need to obtain Class 2 Medical assessment. GOV Regulation 3.7 Article 2.

2.9.2.2 Licence holder shall have completed at least 100 hours of flight time. CAA Regulation 2.3, Article 22 (3).

ENGLISH

MACEDONIAN

2.10.1.2.2 There is a requirement for the applicant to have ability to speak and understand English language (ICAO level 4). CAA Regulation 3.14 Article 22 para (2) item 3.

2.10.1.3.4 At least 200 hours flight time as a pilot of free balloon or 30 flights. In the last 180 days to have at least 3 flights one of which should be with a free balloon of relevant class or volume group. CAA Regulation 3.14 Article 35 para (8).

3.2.1.2 There is not provisions for subject Human Performance; flight performances planning and loading; operational procedures; principles of flight. Regulation 3.11, Art. 45.

3.2.1.3 Not less than 250 flight hours and not less than 100 night flight hours. Regulation 3.11, Art. 44.

3.2.1.3.1.1 There is not such provision.

3.2.1.4 There is not such provision.

3.2.1.5 Class 1 Medical Assessment shall be required for flight navigator licence. GOV Regulation 3.7, JAR FCL 3 - Article 2(1).

3.3.1.2 The applicant for a flight engineer licence shall demonstrate a level of knowledge appropriate to an ATP(A) in accordance with JAR-FCL 1.285. CAA Regulation 3.6, JAR-FCL 4 (4.160(a)(1)

3.3.1.5 Class 1 Medical Assessment shall be required for flight engineer licence. GOV Regulation 3.7, JAR FCL 3 - Article 2(1).

4.6.1.3.1 Experience of two in the last three years as a commercial pilot, flight navigator, air traffic controller, practical training, and at least six months working experience under supervision of a flight dispatcher is required. CAA Regulation 3.12, Article 17 para (2)(item 2).

4.6.1.3.2 The applicant shall have served under the supervision of a flight operations officer for at least six months. CAA Regulation 3.12, Article 17 para (2)(item 1).

6.1.1 The classification of the aviation and other qualified personnel subject to medical assessment is as follows: 1)Class 1: airline transport pilots(A)(H); commercial pilots (A);professional pilots(H); flight navigators and flight engineers;2)Class 2: private pilots (A), (H), glider pilots, touring motor gliders, free baloon pilots, airship pilots;3) Class 3: air traffic controllers;4) Class 4: aviation and other qualified personnel not covered by the above-mentioned classes. GOV Regulation 3.7, Article 2

6.3.2.2.1 No anti depressant medication allowed. The Republic of Macedonia applies JAR-FCL 3 requirements.

ENGLISH

MACEDONIAN

6.4.2 There is no such wording in JAR-FCL 3.

6.4.2.2.1 No anti depressant medication allowed.
The Republic of Macedonia applies JAR-FCL 3 requirements.

6.4.2.6.1 Electrocardiography shall be included in every re-examination of applicants after the age of 40. The Republic of Macedonia applies JAR-FCL 3 requirements.

6.4.2.12.1 Pulmonary tuberculosis not specifically mentioned in JAR-FCL 3, guidance in Section 2, JAA Manual of Civil Aviation Medicine (The Respiratory System, 4 Active inflammatory disease, 4.2 Pulmonary tuberculosis). The Republic of Macedonia applies JAR-FCL 3 requirements.

1.7.2 ANNEX 2 RULES OF THE AIR

1.7.2

There are no significant differences in Macedonia to this Annex.

1.7.3 ANNEX 3 METEOROLOGY

1.7.3

There are no significant differences in Macedonia to this Annex.

1.7.4 ANNEX 4 AERONAUTICAL CHARTS

1.7.4

There are no significant differences in Macedonia to this Annex.

1.7.5 ANNEX 5 UNITS OF MEASUREMENT TO BE USED IN AIR AND GROUND OPERATIONS

1.7.5

There are no significant differences in Macedonia to this Annex.

1.7.6 ANNEX 6 OPERATION OF AIRCRAFT

1.7.6

Part I:

International Commercial Air Transport - Aeroplanes. Implemented by application of EU-OPS. Duty time requirements contained in CAA Regulation 2.21

Part II:

International General Aviation - Aeroplanes. For aircraft with MTOW more than 5700 kg in addition to Annex 6 Part II requirements, EU-OPS and JAR-OPS 3 requirements shall be applied.

Part III - International Operations - Helicopters. Implemented by application of JAR-OPS 3.

Duty time requirements contained in CAA Regulation 2.21

ENGLISH

MACEDONIAN

<p>1.7.7 ANNEX 7 AIRCRAFT NATIONALITY AND REGISTRATION MARKS</p> <p>There are no significant differences in Macedonia to this Annex.</p>	1.7.7
<p>1.7.8 ANNEX 8 AIRWORTHINESS OF AIRCRAFT</p> <p>There are no significant differences in Macedonia to this Annex.</p>	1.7.8 t
<p>1.7.9 ANNEX 9 FACILITATION</p> <p>There are no significant differences in Macedonia to this Annex.</p>	1.7.9
<p>1.7.10 ANNEX 10 - AERONAUTICAL TELECOMMUNICATIONS</p> <p>VOL I, PART I, CHAPTER 3</p> <p>3.1.7.6.3 Outer marker is not located at Ohrid airport - LWOH</p> <p>There are no other significant differences in Macedonia to this Annex.</p>	1.7.10
<p>1.7.11 ANNEX 11 AIR TRAFFIC SERVICES</p> <p>There are no significant differences in Macedonia to this Annex.</p>	1.7.11
<p>1.7.12 ANNEX 12 SEARCH AND RESCUE</p> <p>There are no significant differences in Macedonia to this Annex.</p>	1.7.12
<p>1.7.13 ANNEX 13 AIRCRAFT ACCIDENT INVESTIGATION</p> <p>There are no significant differences in Macedonia to this Annex.</p>	1.7.13
<p>1.7.14 ANNEX 14 AERODROMES</p> <p>There are no significant differences in Macedonia to this Annex.</p>	1.7.14
<p>1.7.15 ANNEX 15 AERONAUTICAL INFORMATION SERVICES</p> <p>There are no significant differences in Macedonia to this Annex.</p>	1.7.15
<p>1.7.16 ANNEX 16 ENVIRONMENTAL PROTECTION</p> <p>There are no significant differences in Macedonia to this Annex.</p>	1.7.16

ENGLISH

MACEDONIAN

<p>1.7.17 ANNEX 17 SECURITY</p> <p>There are no significant differences in Macedonia to this Annex.</p>	1.7.17
<p>1.7.18 ANNEX 18 THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR</p> <p>Implemented by application of EU OPS.</p>	1.7.18
<p>1.7.19 ANNEX 19 SAFETY MANAGEMENT</p> <p>3.1.3 - SMS is not yet addressed for training organizations in accordance with ICAO Annex I</p> <p>3.1.3 - SMS is not yet addressed for training organizations in accordance with ICAO Annex I</p>	1.7.19
<p>1.7.20 DOC 4444 - RAC/50 - RULES OF THE AIR AND AIR TRAFFIC SERVICES</p> <p>APPENDIX 2 - FLIGHT PLAN</p> <p>2.2 Instruction for insertion of ATS data ITEM 8: Flight rules and type of flight</p> <p>In addition to military operations, operators of customs or police aircraft shall insert letter "M" in Item 8 of the ICAO flight plan.</p>	1.7.20

INTENTIONALLY LEFT BLANK