

Comparison of the Lists of Definitions in ICAO Annex 1 and EASA FCL (NPA 17 b / c)

ICAO Annex 1	1.1 ICAO Definitions	EASA FCL Definitions (or comments)	FCL.010 / GM to FCL.010 B. Definitions / MED.A.010 Definitions For the purposes of this Part, the following definitions have been chosen by EASA:
<i>Accredited medical conclusion.</i>	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.	<i>does not apply</i>	
<i>(In ICAO Annex):2: Acrobatic flight</i>	Manoeuvres intentionally performed by an aircraft involving abrupt changes in its attitude, an abnormal attitude or an abnormal attitude	'Acrobatic flight'	means an intentional manoeuvre involving an abrupt change in an aircraft's attitude, an abnormal attitude, or abnormal acceleration, not necessary for normal flight.
<i>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.	'Aeroplane'	means an engine driven fixed wing aircraft heavier than air, that is supported in flight by the dynamic reaction of the air against its wings.
<i>does not apply</i>		'Aeroplane required to be operated with a co pilot'	means a type of aeroplane that is required to be operated with a co pilot as specified in the flight manual or by the air operator certificate.
<i>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>does not apply</i>	<i>used only in combination for the Definition 'Category of aircraft'</i>
<i>Aircraft avionics</i>	A term designating any electronic device — including its electrical part — for use in an aircraft, including radio, automatic flight control and instrument systems.	<i>does not apply</i>	<i>probably not considered to be necessary for Pilots Licencing</i>
<i>Aircraft — category</i>	Classification of aircraft according to specified basic characteristics, e.g. aeroplane, helicopter, glider, free balloon.	<i>does not apply</i>	<i>see under 'Category of aircraft'</i>
<i>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>does not apply</i>	<i>EASA Definition 'Single pilot aircraft'</i>
<i>Aircraft required to be operated with a co-pilot.</i>	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.	<i>does not apply</i>	<i>see under 'Aeroplane'</i>
<i>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	<i>does not apply</i>	<i>see under 'Type of Aircraft'</i>

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	characteristics.		
Airmanship	The consistent use of good judgement and well developed knowledge, skills and attitudes to accomplish flight objectives.	'Airmanship'	GM to FCL.010 B Definition The consistent use of good judgement and well developed knowledge, skills and attitudes to accomplish flight objectives
Airship	A power-driven lighter-than-air aircraft.	'Airship'	means a power driven lighter than air aircraft, with the exception of hotair airships, which, for the purposes of this Part, are included in the definition of balloon.
Approved maintenance organization	An organization approved by a Contracting State, in accordance with the requirements of Annex 6, Part I, Chapter 8 — Aeroplane Maintenance, to perform maintenance of aircraft or parts thereof and operating under supervision approved by that State. <i>Note.— Nothing in this definition is intended to preclude that the organization and its supervision be approved by more than one State.</i>	<i>does not apply</i>	<i>probably not considered to be necessary for Pilots Licencing</i>
Approved training	Training conducted under special curricula and supervision approved by a Contracting State that, in the case of flight crew members, is conducted within an approved training organization.	<i>does not apply</i>	
Approved training organization	An organization approved by a Contracting State in accordance with the requirements of Annex 1, 1.2.8.2 and Appendix 2 to perform flight crew training and operating under the supervision of that State.	<i>does not apply</i>	
ATS surveillance service.	A term used to indicate a service provided directly by means of an ATS surveillance system.	<i>does not apply</i>	<i>probably not considered to be necessary for Pilots Licencing</i>
ATS surveillance system	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>	<i>does not apply</i>	<i>probably not considered to be necessary for Pilots Licencing</i>
ATS surveillance	A term used to indicate a service provided directly by means of an ATS	<i>does not apply</i>	<i>probably not considered to be necessary for Pilots Licencing</i>

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<i>service</i>	surveillance system.		
ATS surveillance system	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>	<i>does not apply</i>	<i>probably not considered to be necessary for Pilots Licencing</i>
Balloon	A non-power-driven lighter-than-air aircraft. <i>Note.— For the purposes of this Annex, this definition applies to free balloons.</i>	'Balloon'	means a lighter than air aircraft that is not engine driven and sustains flight through the use of either gas or an airborne heater. For the purposes of this part, a hotair airship, although engine driven, is also considered a balloon.
<i>does not apply</i>	<i>Not defined in Annex 1</i>	'Basic Instrument Training Device (BITD)'	means a ground based training device which represents the student pilot's station of a class of aeroplanes. It may use screen based instrument panels and springloaded flight controls, providing a training platform for at least the procedural aspects of instrument flight. Each BITD shall comply with a specific BITD model and be a serial numbered unit.
	<i>ICAO see Aircraft Category</i>	'Category of aircraft'	means a categorisation of aircraft according to specified basic characteristics, for example aeroplane, poweredlift, helicopter, airships, sailplane, free balloon
<i>does not apply</i>	<i>Not defined in Annex 1</i>	'Class of aeroplane'	means a categorisation of single pilot aeroplanes not requiring a type rating, in accordance with the operational suitability certificate issued in accordance with Part 21
<i>does not apply</i>	<i>Not defined in Annex 1</i>	'Class of balloon'	means a categorisation of balloons taking into account the lifting means used to sustain flight
Certify as airworthy (to).	To certify that an aircraft or parts thereof comply with current airworthiness requirements after maintenance has been performed on the aircraft or parts thereof.		<i>probably not considered to be necessary for Pilots Licencing</i>
<i>does not apply</i>		'Colour safe'	MED.A.010 Definition means the ability of an applicant to readily distinguish the colours used in air navigation and correctly identify aviation coloured lights.

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<i>Commercial air transport operation</i>	An aircraft operation involving the transport of passengers, cargo or mail for remuneration or hire.		<i>probably not considered to be necessary for Pilots Licencing</i>
<i>Competency</i>	A combination of skills, knowledge and attitudes required to perform a task to the prescribed standard	'Competency'	means a combination of skills, knowledge and attitude required to perform a task to the prescribed standard
<i>Competency element</i>	An action that constitutes a task that has a triggering event and a terminating event that clearly defines its limits, and an observable outcome	'Competency element'	GM to FCL.010 B Definition An action that constitutes a task that has a triggering event and a terminating event that clearly defines its limits, and an observable outcome
<i>Competency unit</i>	A discrete function consisting of a number of competency elements	'Competency unit'	GM to FCL.010 B Definition A discrete function consisting of a number of competency elements
<i>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.	'Copilot'	<i>Text amended</i> means a pilot operating other than as pilot in ommand, an aircraft for which more than one pilot is required, but excluding a pilot who is on board the aircraft for the sole purpose of receiving flight instruction for a licence or rating.
<i>Credit</i>	Recognition of alternative means or prior qualifications.	'Credit'	Recognition of alternative means or prior qualifications.
<i>Cross-country</i>	A flight between a point of departure and a point of arrival following a pre-planned route using standard navigation procedures.	'CrossCountry'	means a flight between a point of departure and a point of arrival following a preplanned route using standard navigation procedures
<i>Dual instruction time</i>	Flight time during which a person is receiving flight instruction from a properly authorized pilot on board the aircraft.	'Dual instruction time'	means flight time or instrument ground time during which a person is receiving flight instruction from a properly authorised instructor.
<i>Error</i>	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 Attachment E of Annex 13 — Aircraft Accident and Incident Investigation for a description of operational personnel.</i>	'Error'	GM to FCL.010 B Definition An action or inaction by the flight crew that leads to deviations from organizational or flight intentions or expectations.
<i>Error management</i>	The process of detecting and responding to errors with countermeasures that reduce or eliminate the consequences of errors and mitigate the probability of further errors or undesired aircraft states.	'Error management'	GM to FCL.010 B Definition The process of detecting and responding to errors with countermeasures that reduce or eliminate the consequences of errors, and mitigate the

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	<i>Note.— See Attachment C to Chapter 3 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. * in preparation</i>		probability of errors or undesired aircraft states.
<i>does not apply</i>		'Eye specialist'	MED.A.010 Definition means an ophthalmologist or a vision care specialist qualified in optometry and trained to recognise pathological conditions.
Flight crew member	A licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period.		<i>not used</i>
	<i>not defined by ICAO</i>	'Flight and Navigation Procedures Trainer (FNPT)'	means a training device which represents the flight deck or cockpit environment including the assemblage of equipment and computer programmes necessary to represent an aircraft type or class in flight operations to the extent that the systems appear to function as in an aircraft.
Flight plan	Specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft.		<i>probably not considered to be necessary for Pilots Licencing (ATCO)</i>
Flight procedures trainer	See Flight simulation training device		<i>different terminology</i>
Flight simulation training device	Any one of the following three types of apparatus in which flight conditions are simulated on the ground: <i>A flight simulator</i> , 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; <i>A flight procedures trainer</i> , 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;		<i>different terminology</i>

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	<i>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.</i>		
Flight simulator	See Flight simulation training device.		<i>different terminology</i>
Flight time — aeroplanes	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>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>	‘Flight time’	means for aeroplanes, touring motor gliders and powered lift, 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.
Flight time — helicopters	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.		for helicopters, 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.
			for airships, the total time from the moment an airship is released from the mast for the purpose of taking off until the moment the airship finally comes to rest at the end of the flight, and is secured on the mast;
	<i>defined under ‘Glider flight time’ below</i>		for sailplanes, the total time from the moment the sailplane commences the ground run in the process of taking off until the moment the sailplane finally comes to a rest at the end of flight; for balloons, the total time from the moment the basket leaves the ground for the purpose of taking off until the moment it finally comes to a rest at the end of the flight.
	<i>No such definition by ICAO</i>	‘Flight time under Instrument Flight Rules (IFR)’	means all flight time during which the aircraft is being operated under the Instrument Flight Rules

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	No such definition by ICAO	'Flight Training Device (FTD)'	means a full size replica of a specific aircraft type's instruments, equipment, panels and controls in an open flight deck area or an enclosed aircraft flight deck, including the assemblage of equipment and computer software programmes necessary to represent the aircraft in ground and flight conditions to the extent of the systems installed in the device. It does not require a force cueing motion or visual system.
	No such definition by ICAO	'Full Flight Simulator (FFS)'	means a full size replica of a specific type or make, model and series aircraft flight deck, including the assemblage of all equipment and computer programmes necessary to represent the aircraft in ground and flight operations, a visual system providing an out of the flight deck view, and a force cueing motion system
Glider	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		<i>defined under 'Sailplane'</i>
Glider flight time	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.		<i>defined under 'Flight Time'</i>
Helicopter	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.	'Helicopter'	means 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.
Human performance	Human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations.		<i>not used</i>
	<i>not used by ICAO</i>	'Group of balloon'	means a categorisation of balloons taking into account the size or capacity of the envelope.
Instrument flight time	Time during which a pilot is piloting an aircraft solely by reference to instruments and without external reference points	'Instrument flight time'	means the time during which a pilot is controlling an aircraft in flight solely by reference to instruments
Instrument ground time	Time during which a pilot is practising, on the ground, simulated instrument flight in a flight simulation training device approved by the Licensing Authority	'Instrument ground time'	means the time during which a pilot is receiving instruction in simulated instrument flight in flight simulation training devices (FSTD).
Instrument time	Instrument flight time or instrument ground time.	'Instrument time'	GM to FCL.010 B Definition Instrument flight time or instrument ground time.

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<i>does not apply</i>		'Investigation'	MED.A.010 Definition means the assessment of a suspected pathological condition of an applicant by means of examinations and tests in order to verify the presence or absence of a medical condition.
Licensing Authority	<p>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><i>a) assessment of an applicant's qualifications to hold a licence or rating;</i></p> <p><i>b) issue and endorsement of licences and ratings;</i></p> <p><i>c) designation and authorization of approved persons;</i></p> <p><i>d) approval of training courses;</i></p> <p><i>e) approval of the use of flight simulation training devices and authorization for their use in gaining the experience or in demonstrating 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>	'Licensing authority'	MED.A.010 Definition means the competent authority of the Member State that issued the pilot licence, or where the pilot has applied for the issue of a licence in accordance with Part-FCL, or when the pilot has not yet applied for the issue of a licence, the competent authority in accordance with this Part.
			<p><i>NPA 17 b</i></p> <p>FCL.001 Competent authority (not under Definitions) For the purpose of this Part, the competent authority shall be the authority designated by the Member State to whom a person applies for the issuance of pilot licences or associated ratings or certificate</p>
Likely	In the context of the medical provisions in Chapter 6, likely means with a probability of occurring that is unacceptable to the medical assessor.		<i>not in NPA 17 c</i>
<i>does not apply</i>		'Limitation'	MED.A.010 Definition means a condition placed on the medical certificate or licence that shall be complied with whilst exercising the privileges of the licence.
Maintenance	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.		<i>probably not considered to be necessary for Pilots Licencing</i>
Medical Assessment	The evidence issued by a Contracting State that the licence holder meets specific requirements of medical fitness.		<i>not in NPA 17 c</i>
Medical	A physician qualified and experienced in the practice of aviation		<i>not in NPA 17 c</i>

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<i>assessor</i>	medicine who evaluates medical reports submitted to the Licensing Authority by medical examiners.		
<i>Medical examiner</i>	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.		<i>not in NPA 17 C</i>
<i>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.</i>	'Night'	means 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, as defined by the Member State.
<i>does not apply</i>		'Multicrew cooperation'	(MCC), means the functioning of the flight crew as a team of cooperating members led by the pilot in command.
	defined differently by EASA under Aircraft required to be operated with a co-pilot.	'Multipilot aircraft'	In the case of aeroplanes, means aeroplanes certificated for operation with a minimum crew of at least two pilots. In the case of helicopters, airships and powered lift, aircraft, means 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 or equivalent document.
<i>does not apply</i>		'Multipilot operation'	An operation approved by the Authority requiring at least two pilots using multicrew cooperation on multipilot helicopters.
<i>does not apply</i>		'Other training devices'	GM to FCL.010 B. Definition 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.
<i>Performance criteria</i>	Simple, evaluative statements on the required outcome of the competency element and a description of the criteria used to judge	'Performance criteria'	GM to FCL.010 B. Definition A simple, evaluative statement on the required outcome of the

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	whether the required level of performance has been achieved		competency element and a description of the criteria used to judge if the required level of performance has been achieved.
<i>Pilot (to)</i>	To manipulate the flight controls of an aircraft during flight time.	<i>does not apply</i>	
<i>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>does not apply</i>	
<i>Pilot-in-command under supervision</i>	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.	'Pilot in command under supervision (PICUS)'	means a co pilot performing, under the supervision of the pilot in command, the duties and functions of a pilot in command.
<i>Powered-lift</i>	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.	'Powered lift aircraft'	means any aircraft deriving vertical lift and in flight propulsion/lift from variable geometry rotors or engines/propulsive devices attached to or contained within the fuselage or wings.
<i>does not apply</i>		'Powered sailplane'	means an aircraft equipped with one or more engines having, with engines inoperative, the characteristics of a sailplane.
<i>does not apply</i>		'Private Pilot'	GM to FCL.010 B. Definition A pilot who holds a licence which prohibits the piloting of aircraft in operations for which remuneration is given.
<i>Problematic use of substances</i>	The use of one or more psychoactive substances by aviation personnel in a way that: a) constitutes a direct hazard to the user or endangers the lives, health or welfare of others; and/or b) causes or worsens an occupational, social, mental or physical problem or disorder.		not in NPA 17 c
<i>does not apply</i>		'Proficiency checks'	GM to FCL.010 B. Definition Demonstrations of skill to revalidate or renew ratings, and including such oral examination as the examiner may require.
<i>Psychoactive substances</i>	Alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psychostimulants, hallucinogens, and volatile solvents, whereas coffee	<i>does not apply</i>	

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	and tobacco are excluded.		
Quality system	Documented organizational procedures and policies; internal audit of those policies and procedures; management review and recommendation for quality improvement.	<i>does not apply</i>	
Rated air traffic controller	An air traffic controller holding a licence and valid ratings appropriate to the privileges to be exercised.		<i>probably not considered to be necessary for Pilots Licencing</i>
Rating	An authorization entered on or associated with a licence and forming part thereof, stating special conditions, privileges or limitations pertaining to such licence.	<i>does not apply</i>	
<i>does not apply</i>		'Refractive error'	MED.A.010 Definition means the deviation from emmetropia measured in dioptres in the most ametropic meridian, measured by standard methods.
<i>does not apply</i>		'Renewal' (of e.g. a rating or approval)	GM to FCL.010 B. Definition 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.
Rendering (a licence) valid	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>does not apply</i>	
	<i>no Definition in ICAO A1 (From JAR-FCL)</i>	'Revalidation' (of e.g. a rating or approval)	GM to FCL.010 B. Definition 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.
	<i>no Definition in ICAO A1</i>	'Route sector'	means a flight comprising takeoff, departure, cruise of not less than 15 minutes, arrival, approach and landing phases.
	<i>ICAO uses the term Glider</i>	'Sailplane'	means a heavier than air aircraft that is supported in flight by the dynamic reaction of the air against its fixed lifting surfaces, the free flight of which does not depend on an engine.
Sign a maintenance	To certify that maintenance work has been completed satisfactorily in accordance with the applicable Standards of airworthiness, by issuing		<i>probably not considered to be necessary for Pilots Licencing</i>

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<i>release (to)</i>	the maintenance release referred to in Annex 6.		
<i>Significant</i>	In the context of the medical provisions in Chapter 6, <i>significant</i> means to a degree or of a nature that is likely to jeopardize flight safety		<i>Not in NPA 17</i>
	ICAO uses Aircraft certificated for single-pilot operation	'Single pilot aircraft'	means an aircraft certificated for operation by one pilot
	<i>no Definition in ICAO A1 (From JAR-FCL)</i>	'Skill tests'	GM to FCL.010 B. Definition Skill tests are demonstrations of skill for licence or rating issue, including such oral examination as the examiner may require.
<i>Solo flight time</i>	Flight time during which a student pilot is the sole occupant of an aircraft.	'Solo flight time'	means flight time during which a student pilot is the sole occupant of an aircraft.
<i>does not apply</i>		'Student pilot in command' (SPIC)	GM to FCL.010 B. Definition 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.
<i>does not apply</i>		'Touring Motor Glider (TMG)'	means a specific class of powered sailplane having an integrally mounted, nonretractable engine and a nonretractable propeller. It shall be capable of taking off and climbing under its own power according to its flight manual.
<i>Threat</i>	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 Attachment E of Annex 13 — Aircraft Accident and Incident Investigation for a description of operational personnel.</i>	'Threat'	GM to FCL.010 B. Definition Events or errors that occur beyond the influence of the flight crew, increase operational complexity and which must be managed to maintain the margin of safety.
<i>Threat management</i>	The process of detecting and responding to threats with countermeasures that reduce or eliminate the consequences of threats and mitigate the probability of errors or undesired aircraft states. <i>Note.— See Attachment C to Chapter 3 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> <i>* in preparation</i>	'Threat management'	GM to FCL.010 B. Definition The process of detecting and responding to the threats with countermeasures that reduce or eliminate the consequences of threats, and mitigate the probability of errors or undesired aircraft states.
	ICAO uses Aircraft — type of.	'Type of'	means all aircraft of the same basic design including all modifications

Comparison of the Lists of Definitions in ICAO Annex 1 and EASA FCL (NPA 17 b / c)

ICAO Annex 1	1.1 ICAO Definitions	EASA FCL Definitions (or comments)	FCL.010 / GM to FCL.010 B. Definitions / MED.A.010 Definitions For the purposes of this Part, the following definitions have been chosen by EASA:
		aircraft'	thereto except those which result in a change in handling or flight characteristics

Comparison of the Lists of Definitions in ICAO Annex 1 and EASA FCL (NPA 17 b / c)

ICAO Annex 1	1.1 ICAO Definitions	EASA FCL Definitions <i>(or comments)</i>	FCL.010 / GM to FCL.010 B. Definitions / MED.A.010 Definitions For the purposes of this Part, the following definitions have been chosen by EASA:
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NPA 17c Medical

For the purposes of this Part, the following definitions have been chosen by EASA:

		MED.A.010	Definitions: For the purposes of this Part, the following definitions have been chosen by EASA:
		'Colour safe'	means the ability of an applicant to readily distinguish the colours used in air navigation and correctly identify aviation coloured lights.
		'Eye specialist'	means an ophthalmologist or a vision care specialist qualified in optometry and trained to recognise pathological conditions.
		'Investigation'	means the assessment of a suspected pathological condition of an applicant by means of examinations and tests in order to verify the presence or absence of a medical condition.
		'Limitation'	means a condition placed on the medical certificate or licence that shall be complied with whilst exercising the privileges of the licence.
		'Refractive error'	means the deviation from emmetropia measured in dioptres in the most ametropic meridian, measured by standard methods.
		'Licensing authority'	means the competent authority of the Member State that issued the pilot licence, or where the pilot has applied for the issue of a licence in accordance with PartFCL, or when the pilot has not yet applied for the issue of a licence, the competent authority in accordance with this Part.