

1. SPORT & RECREATIONAL PILOT LICENSING COMPARISON

Detailed Framework Comparison for SPL / LAPL / RPC across Key Aviation Authorities

TIER 1: RECREATIONAL STANDARDS

Format: A3 Landscape | ICAO Aligned

AUTHORITY & JURISDICTION	LICENSE TITLE	MIN. FLIGHT HOURS	DUAL / SOLO SPLIT	THEORETICAL & WRITTEN EXAMS	MEDICAL REQUIREMENT	KEY OPERATING PRIVILEGES
FAA (USA) 14 CFR Part 61	Sport Pilot Certificate	20 Hours	15 hrs Dual min. 5 hrs Solo min.	1 FAA Knowledge Test (Sport Pilot computer-based exam, 70% pass mark).	Valid US Driver's License or 3rd Class Medical Certificate.	Light Sport Aircraft (LSA) only, 1 passenger, Day VFR, non-commercial operations.
FAA (Outside USA) Overseas Training	Sport Pilot Certificate	20 Hours	15 hrs Dual min. 5 hrs Solo min.	FAA Sport Knowledge Test (taken at international PSI testing center or US).	US Driver's License (where recognized) or FAA 3rd Class Medical.	Requires foreign LSA airframe availability & CFI-S instructor endorsement.
EASA (Europe) Part-FCL	LAPL (A) Light Aircraft Pilot Licence	30 Hours	15 hrs Dual min. 6 hrs Solo min. (6h XC)	9 Written Exams (Air Law, Navigation, Meteorology, Aircraft General, etc., 75% pass).	LAPL Medical Certificate (issued by AME or qualified GMP).	Single Engine Piston ≤ 2,000 kg MTOW, max 3 passengers, EU/UK airspace only.
CAAC (China) CCAR-61	Sport Pilot License (SPL)	30 Hours	15–20 hrs Dual 10 hrs Solo min.	CAAC Sport Pilot Written Exam covering navigation, air law, and aircraft systems.	Class 2 Medical Certificate (or simplified CAAC physical evaluation).	Light Sport Aircraft within designated regional low-altitude airspace corridors.
CASA (Australia) CASR Part 61 / RAAs	RPC / RPL Recreational Certificate / License	20 Hours (RPC) 25 Hours (RPL)	15 hrs Dual min. 5 hrs Solo min.	RPC/RPL Theory Exam (Aerodynamics, Aircraft Knowledge, Air Law.	RAMPC (Austroads Driver Medical) or Class 2 Medical.	Single engine ≤ 600 kg MTOW (RPC) or ≤ 1,500 kg MTOW (RPL).

Driver's License Medical Flexibility

The US FAA Sport Certificate pioneered using a valid US driver's license in place of a formal medical check. CASA adapted this via the RAMPC standard, whereas EASA mandates a formal LAPL medical.

EASA LAPL vs Standard PPL

EASA's LAPL requires 30 flight hours (versus 45 for a PPL) but shares the complete suite of 9 ground exams, creating a high theoretical bar for a recreational license.

Aircraft Weight & Capacity Limits

FAA limits Sport Pilots by LSA aircraft definition (max 600 kg, 1320 lbs), whereas EASA LAPL allows aircraft up to 2,000 kg MTOW with up to 3 passengers once experience is logged.

2. PRIVATE PILOT LICENSE (PPL) TRAINING COMPARISON

Detailed Framework Comparison for Private Pilot Training across Key Aviation Authorities

TIER 2: PRIVATE PILOT STANDARDS
Format: A3 Landscape | ICAO Annex 1
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AUTHORITY & JURISDICTION	MIN. FLIGHT TIME	DUAL INSTRUCTION	SOLO TIME	CROSS-COUNTRY (XC) REQUIREMENTS	THEORETICAL / WRITTEN EXAMS	PRACTICAL FLIGHT CHECK	MEDICAL CLASS
FAA (USA) 14 CFR Part 61 / 141	40 Hours (Part 61) 35 Hours (Part 141) (Avg. 60–75 hrs)	20 Hours min. • 3 hrs night • 3 hrs instrument • 3 hrs checkride prep	10 Hours min. • Includes 5 hrs solo XC	Solo XC: 1 flight over 150 NM total distance with full-stop landings at 3 points (one segment ≥ 50 NM). 3 takeoffs/landings at a towered airport.	1 Exam: Computer-based FAA Knowledge Test (60 multiple-choice questions, min. 70% pass grade).	Oral Exam + Flight Checkride with FAA Designated Pilot Examiner (DPE).	FAA 3rd Class Medical Certificate (or BasicMed).
FAA (Outside USA) Overseas Training	40 Hours (Part 61) 35 Hours (Part 141) (At FAA-approved schools)	20 Hours min. Structures mirror domestic syllabus; requires FAA-certificated CFI.	10 Hours (Part 61) 5 Hours (Part 141)	Same distance rules (150 NM XC). Flight logs must map explicitly to airspace equivalents and comply with local cross-border approvals.	1 Exam: Administered via overseas PSI testing centers or during initial trip to the US.	Conducted by an overseas FAA DPE, or scheduled upon arrival in the US.	FAA 3rd Class Medical (issued globally by authorized FAA AMEs).
EASA (Europe) Part-FCL	45 Hours (Statutory minimum across EU/UK ATOs)	25 Hours min. Includes dual navigation and basic instrument orientation.	10 Hours min. • Includes min. 5 hrs solo XC	Solo XC: 1 cross-country flight of at least 150 NM (278 km), featuring full-stop landings at 2 aerodromes away from base.	9 Exams: Air Law, Meteorology, Navigation, Principles of Flight, Ops, Human Performance, etc.	Comprehensive Oral Defense + Practical Skill Test with Flight Examiner (FE).	EASA Class 2 Medical + Radiotelephony (RT) License.

FAA (US vs. Overseas) Logistics
While flight hour minimums match (40h Part 61 / 35h Part 141), candidates training abroad face DPE scheduling logistics, often requiring coordination with itinerant examiners or travel to the US for final checkrides.

EASA Ground Knowledge Depth
EASA requires passing 9 individual theoretical examinations prior to taking the flight skill test, creating a rigorous academic foundation compared to single-exam systems.

CASA Navigation Scope
While CASA statutory minimums start at 35–40 hours, long cross-country legs across regional airspace mean practical PPL course completion averages 50–60 flight hours.

3. COMMERCIAL PILOT LICENSE (CPL) TRAINING COMPARISON

Detailed Framework Comparison for Commercial Licensing across Key Aviation Authorities

TIER 3: COMMERCIAL STANDARDS
Format: A3 Landscape | ICAO Annex 1
Aligned

AUTHORITY & JURISDICTION	MIN. FLIGHT TIME	PIC & XC REQUIREMENTS	NIGHT & INSTRUMENT	THEORETICAL / WRITTEN EXAMS	PRACTICAL CHECKRIDE / TEST	MEDICAL & PRIVILEGES
FAA (USA) 14 CFR Part 61 / 141	250 Hours (Part 61) 190 Hours (Part 141)	100 hrs PIC min. (50 hrs XC PIC). 1 solo XC of 300 NM with 3 stops.	10 hrs Night, 10 hrs Instrument, 10 hrs Complex / TAA aircraft.	1 CPL Computer-Based Knowledge Test (100 questions, min. 70% pass grade).	Oral Exam + Practical Checkride with Designated Pilot Examiner (DPE).	2nd Class Medical. Fly for compensation/hire (charter, flight instruction, aerial work).
FAA (Outside USA) Overseas Part 141/61	250 Hours (Part 61) 190 Hours (Part 141)	Identical hour structure. Requires ICAO-compliant international navigation logs.	10 hrs Night, 10 hrs Instrument instruction under FAA-certificated CFI.	Administered at overseas PSI testing centers or upon entry to the US.	Flight check with overseas FAA DPE or scheduled upon travel to the United States.	2nd Class Medical. Issued by foreign-based FAA Aviation Medical Examiner (AME).
EASA (Europe) Part-FCL	200 Hours (Modular) 150 Hours (Integrated)	100 hrs PIC (70 hrs in Integrated). 1 VFR XC flight of min. 300 NM (540 km) with 2 full stops.	5 hrs Night rating mandatory. Instrument Rating (IR) often built into CPL/IR package.	13 or 14 CPL/ATPL Theoretical Exams (Air Law, Performance, Ops, Principles of Flight, etc.).	CPL Skill Test with Flight Examiner (FE) + Advanced UPRT course completion.	Class 1 Medical Certificate. Commercial passenger & cargo operations within EASA scope.
CAAC (China) CCAR-61	250 Hours (Part 61) 230 Hours (Part 141 Cadet)	100 hrs PIC. Cross-country navigation aligned with CAAC civil airway	Integrated High-Performance, Multi-Engine, and Instrument Rating	Official CAAC Commercial Pilot Written Examination (administered in Chinese/English).	Practical evaluation flight test with a CAAC Designated Inspector / Check Pilot.	CAAC Class 1 Medical. Strict medical and physical assessment criteria for commercial

Hour Requirements: FAA vs EASA/CASA The FAA mandates 250 total flight hours for non-integrated Part 61 commercial candidates, whereas EASA and CASA allow 150-hour integrated CPL pipelines for approved flight academies.	Exam Complexity & Ground School FAA CPL requires a single written knowledge test. EASA requires 13–14 comprehensive subject exams (often taken at ATPL level), and CASA requires 7 distinct CPL subject exams.	Advanced Safety Requirements EASA explicitly mandates an Advanced UPRT (Upset Prevention and Recovery Training) course for all CPL candidates prior to commercial skill testing.
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4. AIRLINE TRANSPORT PILOT LICENSE (ATPL) TRAINING COMPARISON

Detailed Framework Comparison for Airline Transport Command Standards across Key Aviation Authorities

TIER 4: AIRLINE COMMAND STANDARDS

Format: A3 Landscape | ICAO Annex 1 Aligned

AUTHORITY & JURISDICTION	MIN. TOTAL HOURS	FLIGHT HOUR BREAKDOWN	PRE-REQUISITE TRAINING	THEORETICAL EXAMINATIONS	PRACTICAL SKILL CHECK	MEDICAL & OPERATING PRIVILEGES
FAA (USA) 14 CFR Part 61 / 121	1,500 Hours (R-ATP: 1,000h college / 1,250h assoc.)	500 hrs XC, 100 hrs Night, 75 hrs Instrument, 250 hrs PIC (or 70h PIC + 180h SIC).	Completion of mandatory ATP CTP (ATP Certification Training Program) including Level D SIM.	1 ATP Multi-Engine Knowledge Exam (125 questions) after ATP CTP course.	Practical Flight Test in Level C/D Full Flight Simulator during Airline Type Rating check.	1st Class Medical. Required to act as Captain or First Officer in Part 121 Air Carrier operations.
FAA (Outside USA) Overseas / Part 142	1,500 Hours (Foreign flight hour logging rules apply)	Identical breakdown per 14 CFR 61.159. Flight logs must verify ICAO cross-country specs.	ATP CTP ground and simulator modules must be completed at FAA-approved Part 142 centers.	ATP Written Exam taken at designated PSI testing center (in US or international).	SIM Checkride conducted by FAA APD (Aircrew Program Designee) or FAA Inspector.	1st Class Medical. Issued globally by authorized FAA AMEs.
EASA (Europe) Part-FCL	1,500 Hours ("Frozen ATPL" until 1,500 hrs met)	500 hrs Multi-Pilot ops, 250 hrs PIC (or 70h PIC + PICUS), 200 hrs XC, 75 hrs Instrument.	Completion of MCC (Multi-Crew Cooperation) and JOC (Jet Transition) or APS MCC.	14 ATPL Theoretical Examinations (Must be passed within 18-month window).	ATPL Skill Test conducted in a Multi-Engine / Multi-Pilot Simulator during Command Upgrade.	Class 1 Medical Certificate. Required for PIC in commercial multi-pilot airline transport.

First Officer Entry Rules ("1,500-Hour Rule")

In the US, First Officers must hold at least a Restricted ATP (1,000–1,500 hrs) to fly for an airline under Part 121. In EASA and CASA territories, pilots can fly as First Officers with a "Frozen ATPL" (CPL/IR + passed ATPL exams) at ~200 hours.

ATP CTP vs. MCC/JOC Pathways

The FAA requires an explicit ATP Certification Training Program (ATP CTP) with 30 hrs ground school and 10 hrs sim before taking the written exam. EASA and CASA utilize MCC/APS-MCC courses to prepare pilots for multi-crew jets.

PICUS Logging Concept

EASA and CASA allow pilots to log Pilot-in-Command Under Supervision (PICUS) toward the 250-hour PIC requirement for ATPL unfreezing, whereas the FAA relies strictly on direct PIC or SIC time allocations.