

**COVER SHEET TO AMENDMENT 174**

**INTERNATIONAL STANDARDS  
AND RECOMMENDED PRACTICES**

# **PERSONNEL LICENSING**

**ANNEX 1  
TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION**

**ELEVENTH EDITION — JULY 2011**

**INTERNATIONAL CIVIL AVIATION ORGANIZATION**

# Checklist of Amendments to Annex 1

	<i>Effective date</i>	<i>Date of applicability</i>
Eleventh Edition (incorporates Amendments 1 to 170)	18 July 2011	17 November 2011
Amendment 171 (adopted by the Council on 25 February 2013)	15 July 2013	14 November 2013
Amendment 172 (adopted by the Council on 3 March 2014)	14 July 2014	13 November 2014
Amendment 173 (adopted by the Council on 22 February 2016)	11 July 2016	8 November 2018
Amendment 174 (adopted by the Council on 27 February 2017) Replacement pages (vi), (xiii), 1-7 to 1-14, 4-12, ATT B-2, new pages ATT C-1 and ATT C-2	10 July 2017	9 November 2017



*Transmittal note*

Amendment 174

to the

International Standards  
and Recommended Practices

**PERSONNEL LICENSING**

(Annex 1 to the Convention on International Civil Aviation)

1. The following new and replacement pages in Annex 1 (Eleventh Edition) incorporate Amendment 174 which becomes applicable on 9 November 2017:
    - a) Page (vi) — Table of Contents
    - b) Page (xiii) — Foreword
    - c) Pages 1-7 to 1-14 — Chapter 1
    - d) Page 4-12 — Chapter 4
    - e) Page ATT B-2 — Attachment B
    - f) Pages ATT C-1 and ATT C-2 — Attachment C
  2. Record the entry of this amendment on page (iii).
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<i>Amendment</i>	<i>Source(s)</i>	<i>Subject(s)</i>	<i>Adopted Effective Applicable</i>
172	Secretariat	a) Upper age limit for pilots engaged in international commercial air transport operations; b) Upset prevention and recovery training provisions; c) Streamlining of the language proficiency requirements with no change in content; and d) Extension of the validity of the transitional measures related to powered-lift category.	3 March 2014 14 July 2014 13 November 2014
173	Medical Provisions Study Group (MPSG)	Amendment relating to health promotion and the application of basic safety management principles to the medical assessment process.	22 February 2016 11 July 2016 8 November 2018
174	Secretariat	Amendment concerns a proposal developed by the Secretariat to render compliant a practice used by some States whereby pilot licences issued by one State are automatically validated by the other States party to a formal agreement under common licensing regulations.	27 February 2017 10 July 2017 9 November 2017





*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.*

## 1.2.2 Method of rendering a licence valid

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.

*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.*

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.

### 1.2.2.3 *Rendering a licence valid pursuant to a formal agreement between Contracting States under common licensing regulations*

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:

- a) adopted common licensing regulations that are compliant with this Annex;
- b) entered into a formal agreement recognizing the automatic validation process;
- c) established a surveillance system to ensure the continuing implementation of the common licensing regulations; and
- d) registered the agreement with ICAO pursuant to Article 83 of the Convention on International Civil Aviation.

*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.*

*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.*

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.

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 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.

*Note.*— Guidance on the format for the endorsement is contained in Attachment C. 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.

**1.2.2.4 Recommendation.**— A pilot licence issued by a Contracting State should be rendered valid by other Contracting States for use in private flights.

*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.

### 1.2.3 Privileges of the holder of a licence

A Contracting State shall not permit the holder of a licence to exercise privileges other than those granted by that licence.

### 1.2.4 Medical fitness

*Note 1.*— Guidance material is published in the Manual of Civil Aviation Medicine (Doc 8984).

*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, a national regulation stipulating that the Medical Assessment is an integral part of the licence, etc.

**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.

**1.2.4.2 Recommendation.**— From 18 November 2010 States should apply, as part of their State safety programme, basic safety management principles to the medical assessment process of licence holders, that as a minimum include:

- a) routine analysis of in-flight incapacitation events and medical findings during medical assessments to identify areas of increased medical risk; and
- b) continuous re-evaluation of the medical assessment process to concentrate on identified areas of increased medical risk.

*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).

**1.2.4.3** 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.

**1.2.4.3.1** The period of validity of a Medical Assessment may be extended, at the discretion of the Licensing Authority, up to 45 days.

*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.

1.2.4.4 Except as provided in 1.2.5.2.6, 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.

1.2.4.5 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.

1.2.4.5.1 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.

1.2.4.5.2 Medical examiners shall have practical knowledge and experience of the conditions in which the holders of licences and ratings carry out their duties.

*Note.— Examples of practical knowledge and experience are flight experience, simulator experience, on-site observation or any other hands-on experience deemed by the Licensing Authority to meet this requirement.*

1.2.4.5.3 **Recommendation.**— *The competence of a medical examiner should be evaluated periodically by the medical assessor.*

1.2.4.6 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.

1.2.4.6.1 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.

1.2.4.7 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.

1.2.4.7.1 If the medical report is submitted to the Licensing Authority in electronic format, adequate identification of the examiner shall be established.

1.2.4.7.2 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 findings with regard to medical fitness, and signing the report.

1.2.4.8 Contracting States shall use the services of medical assessors to evaluate reports submitted to the Licensing Authorities by medical examiners.

1.2.4.8.1 The medical examiner shall be required to submit sufficient information to the Licensing Authority to enable that Authority to undertake Medical Assessment audits.

*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).*

1.2.4.9 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:

- 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;
- b) relevant ability, skill and experience of the applicant and operational conditions have been given due consideration; and
- 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.

1.2.4.10 Medical confidentiality shall be respected at all times.

1.2.4.10.1 All medical reports and records shall be securely held with accessibility restricted to authorized personnel.

1.2.4.10.2 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.

## 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.

1.2.5.1.1 **Recommendation.**— *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.*

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.

*Note 1.— The maintenance of competency of 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.*

*Note 2.— Maintenance of competency may be satisfactorily recorded in the operator's records, or in the flight crew member's personal log book or licence.*

*Note 3.— Flight crew members may, to the extent deemed feasible by the State of Registry, demonstrate their continuing competency in flight simulation training devices approved by that State.*

*Note 4.— See the Manual of Criteria for the Qualification of Flight Simulation Training Devices (Doc 9625).*

*Note 5.— See the Manual of Procedures for Establishment and Management of a State's Personnel Licensing System (Doc 9379) for guidance material on the development of a risk assessment process.*

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 1.2.4.6 and 1.2.4.7 shall be valid from the date of the medical examination for a period not greater than:

- 60 months for the private pilot licence — aeroplane, airship, helicopter and powered-lift;
- 12 months for the commercial pilot licence — aeroplane, airship, helicopter and powered-lift;
- 12 months for the multi-crew pilot licence — aeroplane;
- 12 months for the airline transport pilot licence — aeroplane, helicopter and powered-lift;
- 60 months for the glider pilot licence;
- 60 months for the free balloon pilot licence;
- 12 months for the flight navigator licence;
- 12 months for the flight engineer licence;
- 48 months for the air traffic controller licence.

*Note 1.— The periods of validity listed above may be extended by up to 45 days in accordance with 1.2.4.3.1.*

*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.*

1.2.5.2.1 The period of validity of a Medical Assessment may be reduced when clinically indicated.

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.

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.

1.2.5.2.4 When the holders of private pilot licences — aeroplane, airship, helicopter and powered-lift, 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.

1.2.5.2.5 **Recommendation.**— *When the holders of private pilot licences — aeroplane, airship, helicopter and powered-lift, 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.*

*Note.— The periods of validity listed above are based on the age of the applicant at the time of undergoing the medical examination.*

1.2.5.2.6 *Circumstances in which a medical examination may be deferred.* 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:

- a) a single period of six months in the case of a flight crew member of an aircraft engaged in non-commercial operations;
- 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 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;
- 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 1.2.4.5 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.

#### 1.2.6 Decrease in medical fitness

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.

1.2.6.1.1 **Recommendation.**— *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.*

*Note.*— *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).*

1.2.6.1.2 **Recommendation.**— *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.*

#### 1.2.7 Use of psychoactive substances

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.

1.2.7.2 Holders of licences provided for in this Annex shall not engage in any problematic use of substances.

1.2.7.3 **Recommendation.**— *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.*

*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).*

### 1.2.8 Approved training and approved training organization

*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. 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.*

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.

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.

*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).*

*Note 2.— Guidance on approval of a training organization can be found in the Manual on the Approval of Training Organizations (Doc 9841).*

1.2.8.3 Approved training for flight crew and air traffic controllers shall be conducted within an approved training organization.

*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.*

1.2.8.4 Competency-based approved training for aircraft maintenance personnel shall be conducted within an approved training organization.

*Note.— 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).*

### 1.2.9 Language proficiency

1.2.9.1 Aeroplane, airship, helicopter and powered-lift 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.

1.2.9.2 **Recommendation.**— *Flight engineers, and glider and free balloon pilots should have the ability to speak and understand the language used for radiotelephony communications.*

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.

1.2.9.4 **Recommendation.**— *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.*

1.2.9.5 The language proficiency of aeroplane, airship, helicopter and powered-lift 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.

1.2.9.6 **Recommendation.**— *The language proficiency of aeroplane, airship, helicopter and powered-lift 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:*

- a) those demonstrating language proficiency at the Operational Level (Level 4) should be evaluated at least once every three years; and*
- b) those demonstrating language proficiency at the Extended Level (Level 5) should be evaluated at least once every six years.*

*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.*

*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 practice, therefore, there will be situations whereby flight crew members will only need to speak the language normally used by the station on the ground.*

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#### 4.6.2 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, 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.

### 4.7 Aeronautical station operator licence

*Note.— This licence is not intended for personnel providing Aerodrome Flight Information Service (AFIS). Guidance on the qualifications to be met by these personnel can be found in Circular 211, Aerodrome Flight Information Service (AFIS).*

#### 4.7.1 Requirements for the issue of the licence

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 Age

The applicant shall be not less than 18 years of age.

##### 4.7.1.3 Knowledge

The applicant shall have demonstrated a level of knowledge appropriate to the holder of an aeronautical station operator, in at least the following subjects:

###### *General knowledge*

- a) air traffic services provided within the State;

###### *Operational procedures*

- b) radiotelephony procedures; phraseology; telecommunication network;

###### *Rules and regulations*

- c) rules and regulations applicable to the aeronautical station operator; and

###### *Telecommunication equipment*

- d) principles, use and limitations of telecommunication equipment in an aeronautical station.

#### 4.7.1.4 Experience

The applicant shall have:

- 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
- b) satisfactorily served under a qualified aeronautical station operator for not less than six months during the 12-month period immediately preceding application.

#### 4.7.1.5 Skill

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.

### 4.7.2 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.

## 4.8 Aeronautical meteorological personnel

*Note.— The requirements for training and qualifications for all aeronautical meteorological personnel are the responsibility of the World Meteorological Organization (WMO) in accordance with the Working Arrangements between the International Civil Aviation Organization and the World Meteorological Organization (Doc 7475). The requirements can be found in WMO Document 1083 — Manual on the implementation of education and training standards in Meteorology and Hydrology, Volume I – Meteorology.*

# **ATTACHMENT B**

## **MULTI-CREW PILOT LICENCE — AEROPLANE LEVELS OF COMPETENCY**

### **1. Core flying skills**

The level of competency at which the applicant shall have complied with the requirements for the private pilot licence specified in Chapter 2, 2.3, including night flight requirements, and, in addition, have completed, smoothly and with accuracy, all procedures and manoeuvres related to upset training and flight with reference solely to instruments. From the outset, all training is conducted in an integrated multi-crew, competency-based and threat and error management (TEM) environment. Initial training and instructional input levels are high as core skills are being embedded in the ab initio application. Assessment at this level confirms that control of the aeroplane is maintained at all times in a manner such that the successful outcome of a procedure or a manoeuvre is assured.

### **2. Level 1 (Basic)**

The level of competency at which assessment confirms that control of the aeroplane or situation is maintained at all times and in such a manner that if the successful outcome of a procedure or manoeuvre is in doubt, corrective action is taken. Performance in the generic cockpit environment does not yet consistently meet the Standards of knowledge, operational skills and level of achievement required in the core competencies. Continual training input is required to meet an acceptable initial operating standard. Specific performance improvement/personal development plans will be agreed and the details recorded. Applicants will be continuously assessed as to their suitability to progress to further training and assessment in successive phases.

### **3. Level 2 (Intermediate)**

The level of competency at which assessment confirms that control of the aeroplane or situation is maintained at all times and in such a manner that the successful outcome of a procedure or manoeuvre is assured. The training received at Level 2 shall be conducted under the instrument flight rules, but need not be specific to any one type of aeroplane. On completion of Level 2, the applicant shall demonstrate levels of knowledge and operational skills that are adequate in the environment and achieves the basic standard in the core capability. Training support may be required with a specific development plan to maintain or improve aircraft handling, behavioural performance in leadership or team management. Improvement and development to attain the Standard is the key performance objective. Any core competency assessed as less than satisfactory should include supporting evidence and a remedial plan.

#### 4. Level 3 (Advanced)

The level of competency required to operate and interact as a co-pilot in a turbine-powered aeroplane certificated for operation with a minimum crew of at least two pilots, under visual and instrument conditions. Assessment confirms that control of the aeroplane or situation is maintained at all times in such a manner that the successful outcome of a procedure or manoeuvre is assured. The applicant shall consistently demonstrate the knowledge, skills and attitudes required for the safe operation of an applicable aeroplane type as specified in the performance criteria.

*Note.— Material on the development of performance criteria can be found in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868).*

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## **ATTACHMENT C**

### **ENDORSEMENT FOR AUTOMATICALLY VALIDATED LICENCES**

This attachment contains an example of the licence endorsement required for those licences automatically validated as per 1.2.2.3. It also provides an example for an attachment XXX to the licence that includes the necessary details required by 1.2.2.3 where XXX would be a number or a mark.

#### **1. Licence endorsement example**

1.1 The following endorsement should be on those licences automatically validated under a formal agreement between States: “Rendered valid as per Attachment XXX”.

1.2 Attachment XXX to the licence must be accessible (in any format, such as electronic or hard copy) when using the privileges and the automatic validation of the licence.

1.3 Attachment XXX is published by the State issuing the licence or by the Regional Safety Oversight Organization that manages the common set of licensing regulations on behalf of the States party to the formal agreement, and may be identical for all issued licences.

1.4 When the Regional Safety Oversight Organization publishes Attachment XXX, it should list the member States of the Regional Safety Oversight Organization in Attachment XXX.

1.5 When Attachment XXX is issued in a language other than English, 5.1.3 is applicable as Attachment XXX is part of the endorsement on the licence.

**2. Example of Attachment XXX**

*	<i>State or Regional Safety Oversight Organization</i>	*
	<b>Attachment XXX to automatically validated licences</b>	
1. The licence is automatically validated by all the States listed in 2 under an agreement registered with ICAO. The <b>ICAO Registration Number</b> is: _ _ _ _ .		
2. The ICAO Contracting States that automatically validate this licence are: ..... ..... .....		
(Signature or stamp) .....		
**		

\* For use by the State of issuance of the licence or the Regional Safety Oversight Organization.

\*\* When Attachment XXX is issued by a Regional Safety Oversight Organization, this box should contain the following: “The Regional Safety Oversight Organization member States are: [list of States members of the Regional Safety Oversight Organization].”

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