



International  
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Международная  
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гражданской  
авиации

منظمة الطيران  
المدني الدولي

国际民用  
航空组织

Tel.: +1 514-954-8219 ext. 8080

Ref.: AN 12/1.1.24-20/19

1 April 2020

**Subject:** Adoption of Amendment 176 to Annex 1

**Action required:** a) Notify any disapproval before 20 July 2020; b) Notify any differences and compliance before 5 October 2020; c) Consider the use of the Electronic Filing of Differences (EFOD) System for notification of differences and compliance

Sir/Madam,

1. I have the honour to inform you that Amendment 176 to the *International Standards and Recommended Practices, Personnel Licensing* (Annex 1 to the Convention on International Civil Aviation) was adopted by the Council at the third meeting of its 219th Session on 6 March 2020. Copies of the Amendment and the Resolution of Adoption are available as attachments to the electronic version of this State letter on the ICAO-NET (<http://portal.icao.int>) where you can access all other relevant documentation.

2. When adopting the amendment, the Council prescribed 20 July 2020 as the date on which it will become effective, except for any part concerning which a majority of Contracting States have registered their disapproval before that date. In addition, the Council resolved that Amendment 176, to the extent it becomes effective, will become applicable on 5 November 2020.

3. Amendment 176 arises from recommendations developed by the ICAO Competency-based Training and Assessment Task Force (CBTA-TF) and the Secretariat. The amendment concerns:

- a) alignment with Amendment 5 to the *Procedures for Air Navigation Services — Training* (PANS-TRG, Doc 9868);
- b) new definitions;
- c) update of requirements for flight operations officers/flight dispatchers concerning and introduction of air traffic control on-the-job training instructors provisions; and

- d) amendment to powered-lift aircraft provisions and minor updates to existing provisions.

4. The amendment aligns existing definitions and provisions to the new methodology regarding competency-based training and assessment introduced in Amendment 5 to the PANS-TRG. It updates references to the PANS-TRG and introduces other definitions such as monitoring, pilot flying and pilot monitoring, and threat and error management in support of updated SARPs.

5. The amendment regarding requirements for flight operations officers/flight dispatchers concerning and introduction of air traffic control on-the-job training instructors provisions updates knowledge, skill and attitude requirements related to flight operations officer/flight dispatcher and introduces a Standard to clarify the requirements of the air traffic controller supervising air traffic controller trainees. The Standards on trainee experience are proposed for amendment to improve the wording and introduce a demonstration of competence as part of the training. It also clarifies the wording regarding the period of time in which the required experience has to be achieved.

6. Regarding the amendment on powered-lift aircraft provisions and minor updates to existing provisions, the Council adopted, in 2014, a change extending the validity of the transitional measures related to the powered-lift category to allow entry into service of powered-lift aircraft. Since then, no powered-lift aircraft has been certified due to unexpected events and delays in certification testing and there is a need to further extend the validity of the transitional measures. As the first powered-lift aircraft is expected to enter service in 2020, an end date of 5 March 2025 is proposed for the transitional measures. The amendment also proposes minor updates of the knowledge required for the instrument rating to align it with current technology and to assist with efforts to embed performance-based navigation into traditional operations.

7. The subjects are given in the amendment to the Foreword of Annex 1, a copy of which is in Attachment A.

8. In conformity with the Resolution of Adoption, may I request:

- a) that before 20 July 2020 you inform me if there is any part of the adopted Standards and Recommended Practices (SARPs) amendments in Amendment 176 concerning which your Government wishes to register disapproval, using the form in Attachment B for this purpose. Please note that only statements of disapproval need be registered and if you do not reply it will be assumed that you do not disapprove of the amendment;
- b) that before 5 October 2020 you inform me of the following, using the Electronic Filing of Differences (EFOD) System or the form in Attachment C for this purpose:
  - 1) any differences that will exist on 5 November 2020 between the national regulations or practices of your Government and the provisions of the whole of Annex 1, as amended by all amendments up to and including Amendment 176, and thereafter of any further differences that may arise; and
  - 2) the date or dates by which your Government will have complied with the provisions of the whole of Annex 1, as amended by all amendments up to and including Amendment 176.

9. With reference to the request in paragraph 8 a) above, it should be noted that a registration of disapproval of Amendment 176 or any part of it in accordance with Article 90 of the Convention does not constitute a notification of differences under Article 38 of the Convention. To comply with the latter provision, a separate statement is necessary if any differences do exist, as requested in paragraph 8 b) 1). It is recalled in this respect that international Standards in Annexes have a conditional binding force, to the extent that the State or States concerned have not notified any difference thereto under Article 38 of the Convention.

10. With reference to the request in paragraph 8 b) above, it should be also noted that the ICAO Assembly, at its 39th Session (27 September to 6 October 2016), resolved that Member States should be encouraged to use the EFOD System when notifying differences (Resolution A39-22, refers). The EFOD System is currently available on the Universal Safety Oversight Audit Programme (USOAP) restricted website (<http://www.icao.int/usoap>) which is accessible by all Member States. You are invited to consider using this for notification of compliance and differences.

11. Guidance on the determination and reporting of differences is given in the Note on the Notification of Differences in Attachment D. Please note that a detailed repetition of previously notified differences, if they continue to apply, may be avoided by stating the current validity of such differences.

12. I would appreciate it if you would also send a copy of your notifications, referred to in paragraph 8 b) above, to the ICAO Regional Office accredited to your Government.

13. At the fifth meeting of its 204th Session, the Council requested that States, when being advised of the adoption of an Annex amendment, be provided with information on implementation and available guidance material, as well as an impact assessment. This is presented for your information in Attachments E and F, respectively.

14. As soon as practicable after the amendment becomes effective on 20 July 2020, replacement pages incorporating Amendment 176 will be forwarded to you.

Accept, Sir/Madam, the assurances of my highest consideration.

Fang Liu  
Secretary General

**Enclosures:**

- A — Amendment to the Foreword of Annex 1
- B — Form on notification of disapproval of all or part of Amendment 176 to Annex 1
- C — Form on notification of compliance with or differences from Annex 1
- D — Note on the Notification of Differences
- E — Implementation task list and outline of guidance material in relation to Amendment 176 to Annex 1
- F — Impact assessment in relation to Amendment 176 to Annex 1

**ATTACHMENT A** to State letter AN 12/1.1.24-20/19

**AMENDMENT TO THE FOREWORD OF ANNEX 1**

Add the following at the end of Table A:

<i>Amendment</i>	<i>Source(s)</i>	<i>Subject</i>	<i>Adopted/Approved Effective Applicable</i>
176	ICAO Competency-based Training and Assessment Task Force (CBTA-TF) and the Secretariat.	Amendment concerning alignment with Amendment 5 to the PANS-TRG; new definitions; update of requirements for flight operations officers/flight dispatchers concerning and introduction of air traffic control on-the-job training instructors provisions; amendment to powered-lift aircraft provisions and minor updates to existing provisions.	6 March 2020 20 July 2020 5 November 2020

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**ATTACHMENT B** to State letter AN 12/1.1.24-20/19

**NOTIFICATION OF DISAPPROVAL OF ALL OR PART OF  
AMENDMENT 176 TO ANNEX 1**

To: The Secretary General  
International Civil Aviation Organization  
999 Robert-Bourassa Boulevard  
Montréal, Québec  
Canada H3C 5H7

**(State)** \_\_\_\_\_ hereby wishes to disapprove the following parts of  
Amendment 176 to Annex 1:

Signature \_\_\_\_\_

Date \_\_\_\_\_

*NOTES*

- 1) If you wish to disapprove all or part of Amendment 176 to Annex 1, please dispatch this notification of disapproval to reach ICAO Headquarters by 20 July 2020. If it has not been received by that date it will be assumed that you do not disapprove of the amendment. **If you approve of all parts of Amendment 176, it is not necessary to return this notification of disapproval.**
- 2) This notification should not be considered a notification of compliance with or differences from Annex 1. Separate notifications on this are necessary. (See Attachment C.)
- 3) Please use extra sheets as required.

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ATTACHMENT C to State letter AN 12/1.1.24-20/19

**NOTIFICATION OF COMPLIANCE WITH OR DIFFERENCES FROM ANNEX 1  
(Including all amendments up to and including Amendment 176)**

To: The Secretary General  
International Civil Aviation Organization  
999 Robert-Bourassa Boulevard  
Montréal, Québec  
Canada H3C 5H7

1. No differences will exist on \_\_\_\_\_ between the national regulations and/or practices of **(State)** \_\_\_\_\_ and the provisions of Annex 1, including all amendments up to and including Amendment 176.

2. The following differences will exist on \_\_\_\_\_ between the regulations and/or practices of **(State)** \_\_\_\_\_ and the provisions of Annex 1, including Amendment 176 (Please see Note 2) below.)

<b>a) Annex Provision</b> (Please give exact paragraph reference)	<b>b) Details of Difference</b> (Please describe the difference clearly and concisely)	<b>c) Remarks</b> (Please indicate reasons for the difference)
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(Please use extra sheets as required.)

3. By the dates indicated below, **(State)** \_\_\_\_\_ will have complied with the provisions of Annex 1, including all amendments up to and including Amendment 176 for which differences have been notified in 2 above.

a) <b>Annex Provision</b> (Please give exact paragraph reference)	b) <b>Date</b>	c) <b>Comments</b>
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(Please use extra sheets as required.)

Signature \_\_\_\_\_

Date \_\_\_\_\_

*NOTES*

- 1) If paragraph 1 above is applicable to your State, please complete paragraph 1 and return this form to ICAO Headquarters. If paragraph 2 is applicable to you, please complete paragraphs 2 and 3 and return the form to ICAO Headquarters.
- 2) A detailed repetition of previously notified differences, if they continue to apply, may be avoided by stating the current validity of such differences.
- 3) Guidance on the notification of differences is provided in the Note on the Notification of Differences and in the *Manual on Notification and Publication of Differences* (Doc 10055).
- 4) Please send a copy of this notification to the ICAO Regional Office accredited to your Government.

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**ATTACHMENT D** to State letter AN 12/1.1.24-20/19

**NOTE ON THE NOTIFICATION OF DIFFERENCES**  
(Prepared and issued in accordance with instructions of the Council)

1. *Introduction*

1.1 Article 38 of the *Convention on International Civil Aviation* (“Convention”) requires that a Contracting State notify ICAO any time it does not comply with a Standard in all respects, it does not bring its regulations or practices into full accord with any Standard, or it adopts regulations or practices differing in any particular respect from the Standard.

1.2 The Assembly and the Council, when reviewing the notification of differences by Contracting States in compliance with Article 38 of the Convention, have repeatedly noted that the timeliness and currency of such notifications is not entirely satisfactory. Therefore, this note is issued to reiterate the primary purpose of Article 38 of the Convention and to facilitate the determination and notification of differences.

1.3 The primary purpose of the notification of differences is to promote safety, regularity and efficiency in air navigation by ensuring that governmental and other agencies, including operators and service providers, concerned with international civil aviation are made aware of all national regulations and practices in so far as they differ from those prescribed in the Standards contained in Annexes to the Convention.

1.4 Contracting States are, therefore, requested to give particular attention to the notification of differences with respect to Standards in all Annexes, as described in paragraph 4 b) 1) of the Resolution of Adoption.

1.5 Although differences from Recommended Practices are not notifiable under Article 38 of the Convention, the Assembly has urged Contracting States to extend the above considerations to Recommended Practices contained in Annexes to the Convention, as well.

2. *Notification of differences from Standards and Recommended Practices (SARPs)*

2.1 Guidance to Contracting States in the notification of differences to Standards and Recommended Practices (SARPs) can only be given in very general terms. Contracting States are further reminded that compliance with SARPs generally extends beyond the issuance of national regulations and requires establishment of practical arrangements for implementation, such as the provision of facilities, personnel and equipment and effective enforcement mechanisms. Contracting States should take those elements into account when determining their compliance and differences. The following categories of differences are provided as a guide in determining whether a notifiable difference exists:

- a) ***A Contracting State’s requirement is more exacting or exceeds a SARP (Category A).*** This category applies when the national regulation and practices are more demanding than the corresponding SARP, or impose an obligation within the scope of the Annex which is not covered by the SARP. This is of particular importance where a Contracting State requires a higher standard which affects the operation of aircraft of other Contracting States in and above its territory;

- b) *A Contracting State's requirement is different in character or the Contracting State has established other means of compliance (Category B)\**. This category applies, in particular, when the national regulation and practices are different in character from the corresponding SARP, or when the national regulation and practices differ in principle, type or system from the corresponding SARP, without necessarily imposing an additional obligation; and
- c) *A Contracting State's requirement is less protective, partially implemented or not implemented (Category C)*. This category applies when the national regulation and practices are less protective than the corresponding SARP; when no national regulation has been promulgated to address the corresponding SARP, in whole or in part; or when the Contracting State has not brought its practices into full accord with the corresponding SARP.

These categories do not apply to Not Applicable SARP. Please see the paragraph below.

2.2 **Not Applicable SARP.** When a Contracting State deems a SARP concerning aircraft, operations, equipment, personnel, or air navigation facilities or services to be not applicable to the existing aviation activities of the State, notification of a difference is not required. For example, a Contracting State that is not a State of Design or Manufacture and that does not have any national regulations on the subject, would not be required to notify differences from Annex 8 provisions related to the design and construction of an aircraft.

2.3 **Differences from appendices, tables and figures.** The material comprising a SARP includes not only the SARP itself, but also the appendices, tables and figures associated with the SARP. Therefore, differences from appendices, tables and figures are notifiable under Article 38. In order to file a difference against an appendix, table or figure, States should file a difference against the SARP that makes reference to the appendix, table or figure.

2.4 **Differences from definitions.** Contracting States should notify differences from definitions. The definition of a term used in a SARP does not have independent status but is an essential part of each SARP in which the term is used. Therefore, a difference from the definition of the term may result in there being a difference from any SARP in which the term is used. To this end, Contracting States should take into consideration differences from definitions when determining compliance or differences to SARPs in which the terms are used.

2.5 The notification of differences should be not only to the latest amendment but to the whole Annex, including the amendment. In other words, Contracting States that have already notified differences are requested to provide regular updates of the differences previously notified until the difference no longer exists.

2.6 Further guidance on the identification and notification of differences, examples of well-defined differences and examples of model processes and procedures for management of the notification of differences can be found in the *Manual on Notification and Publication of Differences* (Doc 10055).

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\* The expression "different in character or other means of compliance" in b) would be applied to a national regulation and practice which achieve, by other means, the same objective as that of the corresponding SARPs or for other substantive reasons so cannot be classified under a) or c).

3. *Form of notification of differences*

3.1 Differences can be notified:

- a) by sending to ICAO Headquarters a form on notification of compliance or differences; or
- b) through the Electronic Filing of Differences (EFOD) System at [www.icao.int/usoap](http://www.icao.int/usoap).

3.2 When notifying differences, the following information should be provided:

- a) the number of the paragraph or subparagraph which contains the SARP to which the difference relates\*;
- b) the reasons why the State does not comply with the SARP, or considers it necessary to adopt different regulations or practices;
- c) a clear and concise description of the difference; and
- d) intentions for future compliance and any date by which your Government plans to confirm compliance with and remove its difference from the SARP for which the difference has been notified.

3.3 The differences notified will be made available to other Contracting States, normally in the terms used by the Contracting State when making the notification. In the interest of making the information as useful as possible, Contracting States are requested to ensure that:

- a) statements be as clear and concise as possible and be confined to essential points;
- b) the provision of extracts from national regulations not be considered as sufficient to satisfy the obligation to notify differences; and
- c) general comments, unclear acronyms and references be avoided.

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\* This applies only when the notification is made under 3.1 a).



**IMPLEMENTATION TASK LIST AND OUTLINE OF GUIDANCE MATERIAL  
IN RELATION TO AMENDMENT 176 TO ANNEX 1**

**1. IMPLEMENTATION TASK LIST**

1.1 Essential steps to be followed by a State in order to implement the amendment to Annex 1:

- a) establishment of a national implementation plan that takes into account the modified ICAO provisions;
- b) identification of the rule-making process necessary to transpose the amendments concerning the following provisions into the national regulation taking into consideration the applicability date;
- c) drafting of the modification(s) to the national regulations and means of compliance;
- d) official adoption of the national regulations and means of compliance;
- e) filing of State differences with ICAO, if necessary; and
- f) publication of significant differences in the Aeronautical Information Publication (AIP).

**2. STANDARDIZATION PROCESS**

2.1 Effective date: 20 July 2020

2.2 Applicability date: 5 November 2020

2.3 Embedded applicability date(s): N/A

### 3. SUPPORTING DOCUMENTATION

#### 3.1 ICAO documentation

<b>Title</b>	<b>Type (PANS/TI/Manual/Circ)</b>	<b>Planned publication date</b>
<i>Procedures for Air Navigation Services — Training (Doc 9868),</i>	PANS	November 2020
<i>Manual on the Approval of Training Organizations (Doc 9841)</i>	Manual	September 2020
<i>Manual of Procedures for Establishment and Management of a State's Personnel Licensing System (Doc 9379)</i>	Manual	September 2020
<i>Manual on Aeroplane Upset Prevention and Recovery Training (Doc 10011)</i>	Manual	September 2020
<i>Manual on Air Traffic Controller Competency-based Training and Assessment and the Manual on Air Traffic Control On-the-Job Training Instructor Competency-based Training and Assessment (Doc 10056, Volumes I and II)</i>	Manual	September 2020
<i>Manual on Aircraft Maintenance Personnel Competency-based Training and Assessment (Doc 10098)</i>	Manual	September 2020

#### 3.2 External documentation

<b>Title</b>	<b>External Organization</b>	<b>Publication date</b>
None		

### 4. IMPLEMENTATION ASSISTANCE TASKS

<b>Type</b>	<b>Global</b>	<b>Regional</b>
None		

### 5. UNIVERSAL SAFETY OVERSIGHT AUDIT PROGRAMME (USOAP)

5.1 The content of this paper may require an amendment of the Universal Safety Oversight Audit Programme (USOAP) continuous monitoring approach (CMA) protocol questions (PQs) in the area of competency-based licences to assess effective implementation by concerned States. The existing PQs may need to be amended or new PQs may be required. This will be assessed during the next amendment cycle of the PQs.

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**IMPACT ASSESSMENT IN RELATION TO  
AMENDMENT 176 TO ANNEX 1**

**1. INTRODUCTION**

1.1 Amendment 176 to Annex 1 concerns alignment with Amendment 5 to the PANS TRG; new definitions; update of requirements for flight operations officers/flight dispatchers concerning and introduction of air traffic control on-the-job training instructors provisions; amendment to powered-lift aircraft provisions and minor updates to existing provisions.

**2. IMPACT ASSESSMENT**

**2.1 Alignment with Amendment 5 to the PANS TRG**

2.1.1 *Safety impact:* The amendments to Annex 1 align existing provisions to the new methodology regarding competency-based training and assessment (CBTA) introduced with Amendment 5 to the PANS-TRG. Training and assessment is an essential aspect of aviation safety and the CBTA training method will ensure safe operation in international traffic.

2.1.2 *Financial impact:* For States, this proposal will require an increase in resources for an effective implementation of regulations, the setup of CBTA activities and the oversight of approved training organizations. For the industry, resources will be needed for the development and implementation of CBTA programmes to ensure personnel proficiency over time.

2.1.3 *Security impact:* No security impact with the implementation of this proposal.

2.1.4 *Environmental impact:* No environmental impact with the implementation of this proposal.

2.1.5 *Efficiency impact:* It is anticipated that there will be a positive impact on the efficiency of the air transportation system. The implementation of harmonized CBTA programmes will ensure a performance-oriented training system based on clearly defined tasks which comprise the job to be learned as well as a systematic evaluation of competence as to how well the job is done.

2.1.6 *Expected implementation time:* It is considered that three years is the normal cycle for regional or national adaptation of a major amendment to an Annex that influences legislation. CBTA is a new subject which may require some additional time.

**2.2 Update of requirements for flight operations officers/flight dispatchers concerning and introduction of air traffic control on-the-job training instructors provisions**

2.2.1 *Safety impact:* With the implementation of this proposal a safety impact is expected by designing training that ensures a smooth transfer to work performance and by establishing assessment tools that accurately reflect work performance.

2.2.2 *Financial impact:* None

2.2.3 *Security impact:* None

2.2.4 *Environmental impact:* Implementation of these provisions has no environmental impact.

2.2.5 *Efficiency impact:* It is anticipated that there will be a positive impact on the efficiency of the air transportation system by establishing a performance-oriented training system based on clearly defined tasks which comprise the job to be learned and a systematic evaluation of competence as to how well the job is done.

2.2.6 *Expected implementation time:* The expected implementation time is related to the implementation time mentioned in 2.1.6.

### 2.3 **Powered-lift aircraft provisions and minor updates to existing provisions**

2.3.1 *Safety impact:* No safety impact with the implementation of this proposal.

2.3.2 *Financial impact:* None

2.3.3 *Security impact:* No security impact with the implementation of this proposal.

2.3.4 *Environmental impact:* Implementation of these provisions has no environmental impact.

2.3.5 *Efficiency impact:* It is anticipated that there will be a positive impact on the efficiency of the air transportation system because it is considered that with the implementation of these provisions, unnecessary administrative burdens for Contracting States are averted, and, as to date, there is no certificated powered-lift aircraft.

2.3.6 *Expected implementation time:* The expected implementation time is related to the implementation time mentioned in 2.1.6.

— END —



**AMENDMENT 176**

**TO THE**

**INTERNATIONAL STANDARDS  
AND RECOMMENDED PRACTICES**

**PERSONNEL LICENSING**

**ANNEX 1**

**TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION**

The amendment to Annex 1 contained in this document was adopted by the Council of ICAO on **6 March 2020**. Such parts of this amendment as have not been disapproved by more than half of the total number of Contracting States on or before **20 July 2020** will become effective on that date and will become applicable on **5 November 2020** as specified in the Resolution of Adoption. (State letter AN 12/1.1.24-20/19 refers.)

**MARCH 2020**

**INTERNATIONAL CIVIL AVIATION ORGANIZATION**



**AMENDMENT 176 TO THE INTERNATIONAL STANDARDS  
AND RECOMMENDED PRACTICES**

**ANNEX 1 — *PERSONNEL LICENSING***

**RESOLUTION OF ADOPTION**

*The Council*

Acting in accordance with the Convention on International Civil Aviation, and particularly with the provisions of Articles 37, 54 and 90 thereof,

1. *Hereby adopts* on 6 March 2020 Amendment 176 to the International Standards and Recommended Practices contained in the document entitled *International Standards and Recommended Practices, Personnel Licensing* which for convenience is designated Annex 1 to the Convention;

2. *Prescribes* 20 July 2020 as the date upon which the said amendment shall become effective, except for any part thereof in respect of which a majority of the Contracting States have registered their disapproval with the Council before that date;

3. *Resolves* that the said amendment or such parts thereof as have become effective shall become applicable on 5 November 2020;

4. *Requests the Secretary General:*

a) to notify each Contracting State immediately of the above action and immediately after 20 July 2020 of those parts of the amendment which have become effective;

b) to request each Contracting State:

1) to notify the Organization (in accordance with the obligation imposed by Article 38 of the Convention) of the differences that will exist on 5 November 2020 between its national regulations or practices and the provisions of the Standards in the Annex as hereby amended, such notification to be made before 5 October 2020 and thereafter to notify the Organization of any further differences that arise;

2) to notify the Organization before 5 October 2020 of the date or dates by which it will have complied with the provisions of the Standards in the Annex as hereby amended;

c) to invite each Contracting State to notify additionally any differences between its own practices and those established by the Recommended Practices, following the procedure specified in subparagraph b) above with respect to differences from Standards.

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**NOTES ON THE PRESENTATION OF THE  
AMENDMENT TO ANNEX 1**

The text of the amendment is arranged to show deleted text with a line through it and new text highlighted with grey shading, as shown below:

~~Text to be deleted is shown with a line through it.~~

text to be deleted

**New text to be inserted is highlighted with grey shading.**

new text to be inserted

~~Text to be deleted is shown with a line through it~~ **followed**  
by the replacement text which is highlighted with grey  
shading.

new text to replace existing text

**TEXT OF AMENDMENT 176  
TO THE  
INTERNATIONAL STANDARDS  
AND RECOMMENDED PRACTICES  
PERSONNEL LICENSING**

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

...

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ATTACHMENT **BC**. Endorsement for Automatically Validated Licences.....ATT **BC**-1

...

**CHAPTER 1. DEFINITIONS AND GENERAL RULES  
CONCERNING LICENCES**

**1.1 Definitions**

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*Editorial note.*— Definitions with an asterisk (\*)  
originate from Amendment 5 to the PANS-TRG.

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...

~~\*Competency.~~ A combination of skills, knowledge and attitudes required to perform a task to the prescribed standard dimension of human performance that is used to reliably predict successful performance on the job. A competency is manifested and observed through behaviours that mobilize the relevant knowledge, skills and attitudes to carry out activities or tasks under specified conditions.

~~Competency element.~~ 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 unit.~~ A discrete function consisting of a number of competency elements.

\*Competency-based training and assessment. Training and assessment that are characterized by a performance orientation, emphasis on standards of performance and their measurement, and the development of training to the specified performance standards.

**\*Competency standard.** A level of performance that is defined as acceptable when assessing whether or not competency has been achieved.

**\*Conditions.** Anything that may qualify a specific environment in which performance will be demonstrated.

...

**Error management.** The process of detecting errors and responding to them with countermeasures that reduce or eliminate the consequences of errors and mitigate the probability of further errors or undesired states.

*Note.— See Attachment C to Chapter 46 of Part II, Section I 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.*

...

**\*ICAO competency framework.** A competency framework, developed by ICAO, is a selected group of competencies for a given aviation discipline. Each competency has an associated description and observable behaviours.

...

**Monitoring.** A cognitive process to compare an actual to an expected state.

*Note.— Monitoring is embedded in the competencies for a given role within an aviation discipline, which serve as countermeasures in the threat and error management model. It requires knowledge, skills and attitudes to create a mental model and to take appropriate action when deviations are recognized.*

...

**\*Observable behaviour (OB).** A single role-related behaviour that can be observed and may or may not be measurable.

**\*Performance criteria.** Simple, evaluative statements on the required outcome of the competency element and a description of the criteria used to judge whether the required level of performance has been achieved. Statements used to assess whether the required levels of performance have been achieved for a competency. A performance criterion consists of an observable behaviour, condition(s) and a competency standard.

...

**Pilot flying (PF).** The pilot whose primary task is to control and manage the flight path. The secondary tasks of the PF are to perform non-flight path related actions (radio communications, aircraft systems, other operational activities, etc.) and to monitor other crewmembers.

**Pilot monitoring (PM).** The pilot whose primary task is to monitor the flight path and its management by the PF. The secondary tasks of the PM are to perform non-flight path related actions (radio communications, aircraft systems, other operational activities, etc.) and to monitor other crewmembers.

...

**Threat management.** The process of detecting threats and responding to threats with countermeasures that reduce or eliminate the consequences of threats and mitigate the probability of errors or undesired states.

*Note.*— See ~~Attachment C to Chapter 16~~ of Part II, Section I 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.

...

## 1.2 General rules concerning licences

...

### 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 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~~<sup>B</sup>. 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.

...

### 1.2.8 Approved training and approved training organization

...

1.2.8.4 Until 2 November 2022, 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). The Manual on Training of Aircraft Maintenance Personnel (Doc 10098) contains guidance material on the design and development of an aircraft maintenance personnel training programme.~~

1.2.8.4 As of 3 November 2022, competency-based approved training for aircraft and RPAS maintenance personnel shall be conducted within an approved training organization.

*Note* <sup>I</sup>.— 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).



*Note 2.— The Manual on Training of Aircraft Maintenance Personnel (Doc 10098) contains guidance material on the design and development of an aircraft maintenance personnel training programme.*

...

1.2.8.6 Competency-based approved training for flight operations officer/flight dispatcher personnel shall be conducted within an approved training organization.

*Note.— Procedures supporting the development of competency-based training and assessment for aeroplane flight crew, air traffic controllers, aircraft maintenance personnel, remote flight crew and flight operations officers/flight dispatchers, including ICAO competency frameworks, are contained in the Procedures for Air Navigation Services — Training (Doc 9868, PANS-TRG).*

...

## CHAPTER 2. LICENCES AND RATINGS FOR PILOTS\*

### 2.1 General rules concerning pilot licences and ratings

#### 2.1.1 General licensing specifications

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##### 2.1.1.4 Transitional measures related to the powered-lift category

Until 5 March 2022–2025, the Licensing Authority may endorse a type rating for aircraft of the powered-lift category on an aeroplane or helicopter pilot licence. The endorsement of the rating on the licence shall indicate that the aircraft is part of the powered-lift category. The training for the type rating in the powered-lift category shall be completed during a course of approved training, shall take into account the previous experience of the applicant in an aeroplane or a helicopter as appropriate and incorporate all relevant aspects of operating an aircraft of the powered-lift category.

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*Editorial note.— Amend the Notes under 2.3.1.2 l); 2.3.1.3 a); 2.3.3.2 a); 2.3.4.2.1 a); 2.3.5.2 a); 2.3.6.2 a); 2.4.1.2 r); 2.4.1.3 a); 2.4.3.2.1 a); 2.4.4.2 a); 2.4.5.2 a); 2.4.6.2 a); 2.5.1.3.1 a); 2.6.1.2.1 v); 2.6.1.3.1.2 a); 2.7.1.2.1 a); 2.9.1.4 a); 2.10.1.4 a); 2.13.1.2 bb); 3.2.1.4 a); 3.3.1.4.1 a); 4.5.2.3; and 4.6.1.4 d) to read:*

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*Note.— Guidance material on the application of threat and error management (TEM) is found in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868), Part II, Section I in Chapter 6, and in the Human Factors Training Manual (Doc 9683).*

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\* As of 3 November 2022, Chapter 2 will be titled *Chapter 2. Licences and Ratings for Pilots and Remote Pilots*.

## 2.4 Commercial pilot licence

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### 2.4.3 Specific requirements for the issue of the aeroplane category rating

#### 2.4.3.1 Experience

2.4.3.1.1 The applicant shall have completed not less than 200 hours of flight time, or 150 hours if completed during a course of approved training, as a pilot of aeroplanes. The Licensing Authority shall determine whether experience as a pilot under instruction in a flight simulation training device is acceptable as part of the total flight time of 200 hours or 150 hours, as the case may be. Credit for such experience shall be limited to a maximum of ~~40~~ 20 hours.

...

## 2.5 Multi-crew pilot licence (MPL) appropriate to the aeroplane category

*Note.— The holder of a multi-crew pilot licence is authorized by 2.5.2.1 to act as co-pilot of an aeroplane required to be operated with a co-pilot. Such holder will be eligible to obtain an airline transport pilot licence appropriate to the aeroplane category, after fulfilling the requirements for that licence, to be restricted to multi-crew operations unless the requirements of 2.5.2.1 a), 2.5.2.2 and 2.5.2.3, as appropriate, are met (2.6.2.2 refers).*

### 2.5.1 General requirements for the issue of the licence

...

#### 2.5.1.2 Competencies

The applicant shall satisfactorily demonstrate the competencies identified in an adapted competency model to perform as a co-pilot of a turbine-powered air transport aeroplane certificated for operation with a minimum crew of at least two pilots. The adapted competency model shall be approved by the Licensing Authority, using as a basis the ICAO aeroplane pilot competency framework contained in the *Procedures for Air Navigation Services — Training* (PANS-TRG, Doc 9868).

*Note 1. — Knowledge, skills and attitudes underpin these competencies as described in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868). The knowledge and skills described in 2.5.1.2.1 and 2.5.1.2.2 provide minimum requirements for the issuance of the multi-crew pilot licence.*

*Note 2.— The competencies of the approved adapted competency model provide individual and team countermeasures for the application of threat and error management. Guidance on threat and error management is contained in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868).*

#### 2.5.1.2.1 Knowledge

2.5.1.2.1.1 The applicant shall at least have met the requirements specified in 2.6.1.2 for the airline transport pilot licence appropriate to the aeroplane category in an approved training course as well as the additional requirements underpinning the approved adapted competency model.

2.5.1.2.1.2 Training in the underpinning knowledge requirements shall be fully integrated with the training of the underpinning skill requirements.

### 2.5.1.32.2 Skills

~~2.5.1.3.1~~ The applicant shall have demonstrated the underpinning skills required for fulfilling all the competency units specified in Appendix 3 the competencies of the approved adapted competency model as pilot flying and pilot not flying monitoring, to the level required to perform as a co-pilot of turbine-powered aeroplanes certificated for operation with a minimum crew of at least two pilots under VFR and IFR, and to:

a) ~~recognize and manage threats and errors;~~

~~————— Note. ——— Guidance material on the application of threat and error management is found in the Procedures for Air Navigation Services — Training (PANS TRG, Doc 9868), Chapter 3, Attachment C, and in Part II, Chapter 2, of the Human Factors Training Manual (Doc 9683).~~

b) ~~smoothly and accurately, manually control the aeroplane within its limitations at all times, such that the successful outcome of a procedure or manoeuvre is assured;~~

c) ~~operate the aeroplane in the mode of automation appropriate to the phase of flight and to maintain awareness of the active mode of automation;~~

d) ~~perform, in an accurate manner, normal, abnormal and emergency procedures in all phases of flight; and~~

e) ~~communicate effectively with other flight crew members and demonstrate the ability to effectively perform procedures for crew incapacitation, crew coordination, including allocation of pilot tasks, crew cooperation, adherence to standard operating procedures (SOPs) and use of checklists.~~

~~2.5.1.3.2~~ Progress in acquiring the skills specified in 2.5.1.3.1 shall be continuously assessed.

**2.5.1.2.3 Recommendation.** — *The competency standards to be achieved and the associated performance criteria for the multi-crew pilot licence applicant should be publicly available.*

### 2.5.1.43 Medical fitness

...

## 2.5.3 Experience

~~2.5.3.1~~ The applicant shall have completed in an approved training course not less than 240 hours which includes actual and simulated flight as pilot flying and pilot not flying of actual and simulated flight monitoring.

...

~~2.5.3.3~~ In addition to meeting the provisions of 2.5.3.2, the applicant shall have gained, in a turbine-powered aeroplane certificated for operation with a minimum crew of at least two pilots, or in a flight simulation training device approved for that purpose by the Licensing Authority in accordance with Appendix 3, paragraph 4-3, the experience necessary to achieve the advanced level of competency defined in Appendix 3 final competency standard of the approved adapted competency model.

## 2.5.4 Flight instruction

...

2.5.4.2 The applicant shall have received dual flight instruction in order to achieve the final competency standard in all the ~~competency units specified in Appendix 3~~ competencies of the approved adapted competency model, ~~to the level required for the issue of the multi-crew pilot licence, to include the competency units required to pilot under instrument flight rules.~~

*Note.— The competencies of the approved adapted competency model provide individual and team countermeasures for the application of threat and error management. Guidance on threat and error management is contained in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868).*

...

## 2.6 Airline transport pilot licence

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### 2.6.3 Specific requirements for the issue of the aeroplane category rating

#### 2.6.3.1 Experience

...

2.6.3.1.2 When the applicant has flight time as a pilot of aircraft in other categories, the Licensing Authority shall determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of 2.6.3.1.1 can be reduced accordingly.

*Note.— The extent to which flight time experience may be reduced by the Licensing Authority can be dependent on the applicant having demonstrated the final competency standard of an approved competency-based type rating training programme in the aeroplane category.*

...

### 2.6.4 Specific requirements for the issue of the helicopter category rating

...

2.6.4.1.2 When the applicant has flight time as a pilot of aircraft in other categories, the Licensing Authority shall determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of 2.6.4.1.1 can be reduced accordingly.

*Note.— The extent to which flight time experience may be reduced by the Licensing Authority can be dependent on the applicant having demonstrated the final competency standard of an approved competency-based type rating training programme in the helicopter category.*

...

### 2.6.5 Specific requirements for the issue of the powered-lift category rating

...

2.6.5.1.3 **Recommendation.**— *When the applicant has flight time as a pilot of aircraft in other categories, the Licensing Authority should determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of 2.6.5.1.1 could be reduced accordingly.*

*Note.— The extent to which flight time experience may be reduced by the Licensing Authority can be dependent on the applicant having demonstrated the final competency standard of an approved competency-based type rating training programme in the powered-lift category.*

...

## 2.7 Instrument rating

2.7.1 Requirements for the issue of the rating  
for aeroplane, airship, helicopter and powered-lift categories

### 2.7.1.1 Knowledge

The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of an instrument rating, in at least the following subjects:

...

*Aircraft general knowledge for the aircraft category being sought*

- b) use, limitation and serviceability of avionics, electronic devices and instruments necessary for the control and navigation of aircraft under IFR and in instrument meteorological conditions; use and limitations of ~~autopilot~~ automation;

...

*Navigation for the aircraft category being sought*

- j) practical air navigation using ~~radio~~ navigation aids systems;
- k) use, accuracy and reliability of navigation systems used in departure, en-route, approach and landing phases of flight; identification of ~~radio~~ navigation aids sources;

...

## CHAPTER 4. LICENCES AND RATINGS FOR PERSONNEL OTHER THAN FLIGHT CREW MEMBERS

...

### 4.2 Aircraft maintenance (technician/engineer/mechanic)

...

4.2.1 Requirements for the issue of the licence

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#### 4.2.1.4 Training

**Recommendation.**— *The applicant should have completed a course of training appropriate to the privileges to be granted.*

*Note.*— ~~The Training Manual (Doc 7192), Part D-1, contains guidance material on a training course for applicants for an aircraft maintenance licence~~ *The Manual on Training of Aircraft Maintenance Personnel (Doc 10098) contains guidance material on the design and development of a training programme for aircraft maintenance personnel.*

...

## 4.4 Air traffic controller licence

...

### 4.4.1 Requirements for the issue of the licence

...

#### 4.4.1.3 Experience

4.4.1.3.1 The applicant shall have completed an approved training course and demonstrated the required competence, having accomplished not less than three months of satisfactory service engaged in the actual control of air traffic under the supervision of an appropriately rated air traffic controller air traffic control (ATC) on-the-job training instructor (OJTI). The experience requirements specified for air traffic controller ratings in 4.5 may be credited as part of the experience specified in this paragraph.

4.4.1.3.2 An air traffic controller acting as an air traffic control on-the-job training instructor shall hold an appropriate rating and be qualified as an air traffic control on-the-job training instructor.

*Note.*— *The Procedures for Air Navigation Services — Training (Doc 9868) contains guidance on the qualification of air traffic control on-the-job training instructors and on competency-based training and assessment for air traffic controllers. The Manual on Air Traffic Controller Competency-based Training and Assessment and the Manual on Air Traffic Control On-the-Job Training Instructor Competency-based Training and Assessment (Doc 10056, Volumes I and II) provide additional guidance to support stakeholders in the successful implementation of competency-based training and assessment for air traffic controllers.*

...

## 4.5 Air traffic controller ratings

...

### 4.5.2 Requirements for air traffic controller ratings

...

#### 4.5.2.2 *Experience*

4.5.2.2.1 The applicant shall have:

...

b) ~~provided, satisfactorily demonstrated the required competence while providing, under the supervision of an appropriately rated air traffic controller~~ air traffic control (ATC) on-the-job training instructor (OJTI), one or more of the following:

- 1) *aerodrome control rating*: an aerodrome control service, for a period of not less than 90 hours or one month, whichever is greater, at the unit for which the rating is sought;
- 2) *approach control procedural, approach control surveillance, area control procedural or area control surveillance rating*: the control service for which the rating is sought, for a period of not less than 180 hours or three months, whichever is greater, at the unit for which the rating is sought; and
- 3) *approach precision radar control rating*: not less than 200 precision approaches of which not more than 100 shall have been carried out on a radar simulator approved for that purpose by the Licensing Authority. Not less than 50 of those precision approaches shall have been carried out at the unit and on the equipment for which the rating is sought; and

c) ~~if the privileges of the approach control surveillance rating include surveillance radar approach duties, the experience shall include not less than 25 plan position indicator approaches on the surveillance equipment of the type in use at the unit for which the rating is sought and under the supervision of an appropriately rated air traffic controller~~ air traffic control (ATC) on the job training instructor (OJTI).

4.5.2.2.2 ~~The experience specified in 4.5.2.2.1 b) shall have been completed within the 6 month period immediately preceding application. The application for a rating shall be made within six months from the completion of experience specified in 4.5.2.2.1.b).~~

...

### 4.6 Flight operations officer/flight dispatcher licence

4.6.1 Requirements for the issue of the licence

...

4.6.1.2 *Knowledge*

...

*Air law*

a) rules and regulations relevant for operational control and to the holder of a flight operations officer

licence; appropriate air traffic services practices and procedures;

*Aircraft general knowledge*

...

- d) minimum equipment list and configuration deviation list;

...

*Flight performance calculation, planning procedures and loading*

...

- g) take off performance including field length, climb and obstacle criteria and limitation;
- h) cruise performance including minimum altitudes, decompression/engine out/gear down scenario planning;
- i) landing performance including approach climb and field length criteria and limitations;

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*Editorial note.— Renumber subsequent bullets accordingly.*

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...

*Human performance*

- i-1) human performance relevant to ~~dispatch~~ operational control duties, including principles of threat and error management;

...

*Operational procedures*

- m-p) use of aeronautical documentation and standard operating procedures;

...

4.6.1.3 *Experience*

4.6.1.3.1 The applicant shall have gained the following experience:

...

- 2) a meteorologist in an organization ~~dispatching~~ providing operational control to aircraft in air transportation; or

...



#### 4.6.1.4 Skill

The applicant shall have demonstrated the ability to:

- a) identify and to retrieve aeronautical data and other information relevant for the analysis of operational situations and risks;
- b) identify and evaluate the risk factors and the possible consequences for flight operations;
- c) identify and evaluate actions considering risk, the effect on flight safety and regularity of the operation;
- d) determine an appropriate course of action based on the responsibilities and policies described in the operation manuals;
- e) apply appropriate standard and non-standard procedures from the operations manual for the initiation, planning, continuation, diversion or termination of flights in the interest of safety of the aircraft and regularity and efficiency of the operation;
- af) make an accurate and operationally acceptable weather analysis ~~from a series of daily weather maps and weather reports~~; provide an operationally valid briefing on weather conditions ~~prevailing in the general neighbourhood~~ of a specific air route; forecast weather trends pertinent to air transportation with particular reference to destination and alternates;
- g) identify and apply operational limitations and minimums in relation to the weather, aircraft status and appropriate navigation procedures;

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*Editorial note.— Renumber subsequent bullets accordingly.*

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## APPENDIX 2. APPROVED TRAINING ORGANIZATION

*(Chapter 1, 1.2.8.2 refers)*

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### 3. Training programmes

3.1 A Licensing Authority may approve a training programme for a private pilot licence, commercial pilot licence, an instrument rating or an aircraft maintenance (technician/engineer/mechanic) licence that allows an alternative means of compliance with the experience requirements established by Annex 1, provided that the approved training organization demonstrates to the satisfaction of the Licensing Authority that the training provides a level of competency at least equivalent to that provided by the minimum experience requirements for personnel not receiving such approved training.

*Note 1.— A ~~comprehensive training scheme for the aircraft maintenance (technician/engineer/mechanic) licence, including the various levels of competency, is~~ Procedures supporting the development of competency-based training and assessment for aeroplane pilots and aircraft maintenance personnel, including ICAO competency frameworks, are contained in the Procedures for Air Navigation Services — Training (Doc 9868, PANS-TRG).*

*Note 2.— The Manual on Training of Aircraft Maintenance Personnel (Doc 10098) contains guidance material on the design and development of an aircraft maintenance personnel training programme.*

...

### **APPENDIX 3. REQUIREMENTS FOR THE ISSUE OF THE MULTI-CREW PILOT LICENCE — AEROPLANE**

*(Chapter 2, Section 2.5, refers)*

#### **1. Training**

...

1.2 During the training, the applicant shall have acquired the knowledge, skills and attitudes ~~required as the underpinning attributes~~ the competencies required for performing as a co-pilot of a turbine-powered air transport aeroplane certificated for operation with a minimum crew of at least two pilots, under VFR and IFR, day and night flying.

#### **2. Assessment level**

The applicant for the multi-crew pilot licence in the aeroplane category shall have ~~satisfactorily demonstrated performance in all the nine competency units specified in 3, at the advanced level of competency as defined in Attachment B~~ achieved the final competency standard of the approved adapted competency model.

*Note.— The training scheme for the multi-crew pilot licence in the aeroplane category, ~~including the various levels of competency~~ the ICAO aeroplane pilot competency framework and the methodology to adapt this framework for the multi-crew pilot licence are contained in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868).*

#### **~~3. Competency units~~**

~~The nine competency units that an applicant has to demonstrate in accordance with Chapter 2, 2.5.1.3, are as follows:~~

- ~~— 1) apply threat and error management (TEM) principles;~~
- ~~— 2) perform aeroplane ground operations;~~
- ~~— 3) perform take off;~~
- ~~— 4) perform climb;~~
- ~~— 5) perform cruise;~~

- ~~— 6) perform descent;~~
- ~~— 7) perform approach;~~
- ~~— 8) perform landing; and~~
- ~~— 9) perform after landing and aeroplane post flight operations.~~

~~— Note 1.— Competency units are broken down into their constituent elements, for which specific performance criteria have been defined. Competency elements and performance criteria are contained in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868).~~

~~— Note 2.— The application of threat and error management principles is a specific competency unit that is to be integrated with each of the other competency units for training and testing purposes.~~

### 4.3. Simulated flight

*Note.— The Manual of Criteria for the Qualification of Flight Simulation Training Devices (Doc 9625), Volume I — Aeroplanes, provides guidance on the qualification of flight simulation training devices used in training programmes. The manual defines seven examples of flight simulation training devices based on the specific training being conducted, including four examples for the four phases of multi-crew pilot licence training defined in Attachment B of Annex 1. The numbering system used Types I to VII described in Doc 9625 is different from the numbering used in 4.2 are used below.*

4-3.1 The flight simulation training devices used to gain the experience specified in Chapter 2, 2.5.3.3, shall have been approved by the Licensing Authority.

4-3.2 Flight simulation training devices suitable for each multi-crew pilot licence training phase shall be categorized as follows:

*Note 1.— The training scheme for the multi-crew pilot licence describes four phases for the training (core flying skills, basic, intermediate and advanced) and is contained in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868).*

*Note 2.— The European Aviation Safety Agency (EASA) device levels and the United States Federal Aviation Administration (FAA) device levels specified below are considered based on the closest qualified device that provides the required level of fidelity to support the training phase. It is not the intent here to establish any equivalency between the various ICAO, FAA and EASA devices. Furthermore, in each phase a mix of devices that meet the minimum fidelity level may be used.*

*Note 3.— In each of the four phases, other devices which meet the fidelity requirements may also be used to meet the training requirement.*

- a) ~~Type I—Core flying skills phase.~~ E-training and part tasking devices approved by the Licensing Authority that have the following characteristics:
  - ~~— involve accessories beyond those normally associated with desktop computers, such as functional replicas of a throttle quadrant, a sidestick controller, or an FMS keypad; and~~

- involve psychomotor activity with appropriate application of force and timing of responses; and
- otherwise meet, at a minimum, the following qualification:

- Type I or Type III of Doc 9625

*Note 1.— Type II of Doc 9625 may be used for certain basic instrument flight training tasks.*

*Note 2.— The EASA flight and navigation procedures trainer I (FNPT I) and the FAA flight training device FTD Level 4 meet the minimum qualifications of a Type I, II and III device.*

- b) ~~Type II~~ *Basic phase.* A flight simulation training device that represents a generic turbine-powered aeroplane; and has the following characteristics:

- is equipped with a daylight visual system; and
- otherwise meets, at a minimum, the following qualification:

- Type IV or Type V of Doc 9625

*Note.— The EASA flight and navigation procedures trainer II-multi-crew cooperation (FNPT II-MCC) and the FAA flight training device FTD Level 5 meet the minimum qualifications of a Type IV device.*

~~*Note.— This requirement can be met by a flight simulation training device equipped with a daylight visual system and otherwise meeting, at a minimum, the specifications equivalent to FAA FTD Level 5, or JAA FNPT II, MCC.*~~

- c) ~~Type III~~ *Intermediate phase.* A flight simulation training device that represents a multi-engined turbine-powered aeroplane certificated for a crew of two pilots with enhanced daylight visual system and equipped with an autopilot; and has the following characteristics:

- is equipped with an enhanced daylight visual system;
- is equipped with an autopilot; and
- otherwise meets, at a minimum, the following qualification:

- Type VI of Doc 9625

*Note 1.— The EASA full flight simulator FFS Level B and the FAA full flight simulator FFS Level B meet the minimum qualifications of a Type VI device.*

*Note 2.— During the intermediate phase, some or all training tasks could be conducted in a device used in the advanced phase, if suitable for the training task. Guidance to assess the suitability of the device for a training task is contained in Doc 9625, Part I, Appendix C.*

~~*Note.— This requirement can be met by a flight simulation training device equipped with a daylight visual system and otherwise meeting, at a minimum, the specifications equivalent to a Level B simulator as defined in JAR STD 1A, as amended; and in FAA AC 120 40B, as amended;*~~

*including Alternate Means of Compliance (AMOC), as permitted in AC 120 40B. (Some previously evaluated Level A full flight simulators that have been approved for training and checking required manoeuvres may be used.)*

- d) *Type IV Advanced phase.* Fully equivalent to a Level D flight simulator or to a Level C flight simulator with an enhanced daylight visual system. A flight simulation training device that represents a multi-engined turbine-powered aeroplane certificated for a crew of two pilots and has the following characteristics:

- is equipped with an enhanced daylight visual system;
- is equipped with an autopilot; and
- otherwise meets, at a minimum, the following qualification:

- Type VII of Doc 9625

*Note 1.— The EASA full flight simulator FFS Level C or D and the FAA full flight simulator FFS Level C or D meet the minimum qualifications of a Type VII device.*

*Note 2.— This requirement can be met by a flight simulation training device meeting, at a minimum, the specifications equivalent to a Level C and Level D simulator as defined in JAR STD 1A, as amended; and in FAA AC 120 40B, as amended, including Alternate Means of Compliance (AMOC), as permitted in AC 120 40B. During the advanced phase, some training tasks could be conducted in a device used in the intermediate phase, if this device represents the aeroplane used in the advanced phase and is suitable for the training task. Guidance to assess the suitability of the device for a training task is contained in Doc 9625, Part I, Appendix C.*

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*Editorial note.— Delete Attachment B in toto.*

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## ~~ATTACHMENT B~~

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

...

## ~~ATTACHMENT C-B~~

### ~~ENDORSEMENT FOR AUTOMATICALLY VALIDATED LICENCES~~

...

— END —