

AMENDMENT No. 170
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 4 **March 2011**. Such parts of this amendment as have not been disapproved by more than half of the total number of Contracting States on or before **18 July 2011** will become effective on that date and will become applicable on **17 November 2011** as specified in the Resolution of Adoption. (State letter AN 12/1.1.16-11/18 refers.)

MARCH 2011

INTERNATIONAL CIVIL AVIATION ORGANIZATION

**AMENDMENT 170 TO THE INTERNATIONAL
STANDARDS AND RECOMMENDED PRACTICES**

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 4 March 2011 Amendment 170 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* 18 July 2011 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 17 November 2011;

4. *Requests the Secretary General:*

a) to notify each Contracting State immediately of the above action and immediately after 18 July 2011 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 17 November 2011 between its national regulations or practices and the provisions of the Standards in the Annex as hereby amended, such notification to be made before 17 October 2011, and thereafter to notify the Organization of any further differences that arise;
- 2) to notify the Organization before 17 October 2011 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, when the notification of such differences is important for the safety of air navigation, 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

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:

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

text to be deleted

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

new text to be inserted

3. ~~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 170 TO THE

INTERNATIONAL STANDARDS
AND RECOMMENDED PRACTICES

PERSONNEL LICENSING

ANNEX 1
TO THE CONVENTION ON INTERNATIONAL AVIATION

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Editorial Note.— Replace the words “powerplant” or “powerplants” by “engine” or “engines” in all instances in Annex 1.

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CHAPTER 1. DEFINITIONS AND GENERAL RULES CONCERNING LICENCES

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Approved training. Training conducted under special curricula and supervision approved by a Contracting State ~~that, in the case of flight crew members, is conducted within an approved training organization.~~

Approved training organization. An organization approved by ~~and operating under the supervision of a Contracting State in accordance with the requirements of Annex 1, 1.2.8.2 and Appendix 2 to perform flight crew~~ **approved** ~~training and operating under the supervision of that State.~~

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Editorial Note.— Correct the Note under the definition of “Error” to add a period “.” after the word “Note”.

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1.2 General rules concerning licences

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1.2.5 Validity of licences

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

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1.2.8 Approved training and approved training organization

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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 and Appendix 4.

Note.— Guidance on approval of a ~~flight crew~~ training organization can be found in the Manual on the Approval of Flight-Crew 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).

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CHAPTER 2. LICENCES AND RATINGS FOR PILOTS

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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 10 5 March 2011 2015, 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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CHAPTER 4. LICENCES AND RATINGS FOR PERSONNEL OTHER THAN FLIGHT CREW MEMBERS

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4.2 Aircraft maintenance (technician/engineer/mechanic)

4.2.1 Requirements for the issue of the licence

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4.2.1.2 *Knowledge*

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Human performance

- e) human performance, including principles of threat and error management, relevant to aircraft maintenance.

Note.— Guidance material to design training programmes on human performance, including threat and error management, can be found in the Human Factors Training Manual (Doc 9683).

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4.5 Air traffic controller ratings

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4.5.2 Requirements for air traffic controller ratings

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4.5.2.3 *Skill*

The applicant shall have demonstrated, at a level appropriate to the privileges being granted, the skill,

judgement and performance required to provide a safe, orderly and expeditious control service, including the recognition and management of threats and errors.

Note.— Guidance material on the application of threat and error management is found in the Procedures for Air Navigation Services — Training (Doc 9868, PANS-TRG), Chapter 3, Attachment C, in Part II, Chapter 2, of the Human Factors Training Manual (Doc 9683) and in Cir 314, Threat and Error Management (TEM) in Air Traffic Control.

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4.6 Flight operations officer/flight dispatcher licence

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4.6.1 Requirements for the issue of the licence

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4.6.1.2 Knowledge

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Human performance

- i) human performance relevant to dispatch duties including principles of threat and error management.

Note.— Guidance material to design training programmes on human performance, including threat and error management, can be found in the Human Factors Training Manual (Doc 9683).

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4.6.1.4 Skill

The applicant shall have demonstrated the ability to:

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- d) 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 (Doc 9868, PANS-TRG), Chapter 3, Attachment C, and in Part II, Chapter 2, of the Human Factors Training Manual (Doc 9683).

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APPENDIX 2. APPROVED TRAINING ORGANIZATION

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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 ~~or 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.— 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).

3.2 When a Licensing Authority approves a training programme for a multi-crew pilot licence, the approved training organization shall demonstrate to the satisfaction of the Licensing Authority that the training provides a level of competency in multi-crew operations at least equal to that met by holders of a commercial pilot licence, instrument rating and type rating for an aeroplane certificated for operation with a minimum crew of at least two pilots.

Note.— Guidance on the approval of training programmes can be found in the Manual on the Approval of Flight-Crew Training Organizations (Doc 9841).

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6. Facilities

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6.3 Synthetic training devices shall be qualified according to requirements established by the State and their use shall be approved by the Licensing Authority to ensure that they are appropriate to the task.

Note.— The Manual of Criteria for the Qualification of Flight Simulators Simulation Training Devices (Doc 9625) provides guidance on the approval of ~~flight-simulators~~ simulation training devices.

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

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4. 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 in Doc 9625 is different from the numbering used in 4.2.

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