

Annex 1 Thirteenth Edition Corrigendum
No. 1(English, Arabic, Chinese, Russian,
Spanish only) 24/7/20

**INTERNATIONAL STANDARDS
AND RECOMMENDED PRACTICES**

PERSONNEL LICENSING

ANNEX 1

TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION

THIRTEENTH EDITION — JULY 2020

CORRIGENDUM NO. 1

1. Please replace existing page 1-13, dated 5/11/20, by the attached new page bearing the notation “Corr”.
2. Record the entry of this corrigendum on page (iii) of Annex 1.

1.2.4.9.1 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).

1.2.4.10 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.

1.2.4.11 Medical confidentiality shall be respected at all times.

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

1.2.4.11.2 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.— Until 2 November 2022, 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 1.— As of 3 November 2022, the maintenance of competency of flight crew members or remote 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.— Until 2 November 2022, 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 2.— As of 3 November 2022, maintenance of competency may be satisfactorily recorded in the operator's records, or in the flight crew or the remote flight crew member's personal log book or licence.

Note 3.— Until 2 November 2022, flight crew members may, to the extent deemed feasible by the State of Registry, demonstrate their continuing competency in FSTDs approved by that State.

Note 3.— As of 3 November 2022, flight crew and remote flight crew members may, to the extent deemed feasible by the State of Registry, or Licensing Authority of the State of the Operator, respectively, demonstrate their continuing competency in FSTDs 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 1.2.4.7 and 1.2.4.8 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; and
- as of 3 November 2022, 48 months for the remote pilot licence — aeroplane, airship, glider, rotorcraft, powered-lift or free balloon.

Note 1.— The periods of validity listed above may be extended by up to 45 days in accordance with 1.2.4.4.1.

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.