

Annex A

International Civil Aviation Organization (ICAO) Licensing Standards



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ICAO licensing standards

APPENDIX 1 – CPL SARPS

The following is an extract from Annex 1 and refers to standards and recommended practices for the aeroplane category commercial pilot licence:

2.4 Commercial pilot licence

2.4.1 General requirements for the issue of the licence appropriate to the aeroplane, airship, helicopter and powered-lift categories

2.4.1.1 Age

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

2.4.1.3 Skill

The applicant shall have demonstrated the ability to perform as pilot-in-command of an aircraft within the appropriate category of aircraft, the procedures and manoeuvres described in 2.4.3.2 or 2.4.4.2 or 2.4.5.2 or 2.4.6.2 with a degree of competency appropriate to the privileges granted to the holder of a commercial pilot licence, 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) operate the aircraft within its limitations;

c) complete all manoeuvres with smoothness and accuracy;

d) exercise good judgement and airmanship;

e) apply aeronautical knowledge; and

f) maintain control of the aircraft at all times in a manner such that the successful outcome of a procedure or manoeuvre is assured.

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 10 hours.

- 2.4.3.1.1.1 The applicant shall have completed in aeroplanes not less than:
- a) 100 hours as pilot-in-command or, in the case of a course of approved training, 70 hours as pilot-incommand;
 - b) 20 hours of cross-country flight time as pilot-in command including a cross-country flight totalling not less than 540 km (300 NM) in the course of which full-stop landings at two different aerodromes shall be made;
 - c) 10 hours of instrument instruction time of which not more than 5 hours may be instrument ground time; and
 - d) if the privileges of the licence are to be exercised at night, 5 hours of night flight time including 5 take-offs and 5 landings as pilot-in-command.
- 2.4.3.1.2 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 2.4.3.1.1 can be reduced accordingly.
- 2.4.3.2 Flight instruction
- The applicant shall have received dual instruction in aeroplanes appropriate to the class and/or type rating, sought from an authorized flight instructor. The instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the commercial pilot:
- 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) pre-flight operations, including mass and balance determination, aeroplane inspection and servicing;
 - c) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
 - d) control of the aeroplane by external visual reference;
 - e) flight at critically slow airspeeds; spin avoidance; recognition of, and recovery from, incipient and full stalls;
 - f) flight with asymmetrical power for multi-engine class or type ratings;
 - g) flight at critically high airspeeds; recognition of, and recovery from, spiral dives;
 - h) normal and crosswind take-offs and landings;



- i) maximum performance (short field and obstacle clearance) take-offs; short-field landings;
- j) basic flight manoeuvres and recovery from unusual attitudes by reference solely to basic flight instruments;
- k) cross-country flying using visual reference, dead reckoning and radio navigation aids; diversion procedures;
- l) abnormal and emergency procedures and manoeuvres including simulated aeroplane equipment malfunctions;
- m) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures; and
- n) communication procedures and phraseology.

Note.— The instrument experience specified in 2.4.3.1.1.1 c) and 2.4.3.2 j) and the night flying experience and dual instruction specified in 2.4.3.1.1.1 d) and 2.4.2.2 do not entitle the holder of a commercial pilot licence to pilot aeroplanes under IFR.

APPENDIX 2 – MPL SARPS

The following is an extract from Annex 1 and refers to standards and recommended practices for the multi-crew pilot licence:

2.5 Multi-crew pilot licence appropriate to the aeroplane category

2.5.1 General requirements for the issue of the licence.

2.5.1.1 *Age*

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

2.5.1.2 *Knowledge*

The applicant shall 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.

2.5.1.3 *Skill*

2.5.1.3.1 The applicant shall have demonstrated the skills required for fulfilling all the competency units specified in Appendix 3 as pilot flying and pilot not flying, 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.

2.5.3 Experience

- 2.5.3.1 The applicant shall have completed in an approved training course not less than 240 hours as pilot flying and pilot not flying of actual and simulated flight.
- 2.5.3.2 Flight experience in actual flight shall include at least the experience requirements at 2.3.3.1, upset recovery training, night flying and flight by reference solely to instruments.
- 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, the experience necessary to achieve the advanced level of competency defined in Appendix 3.
- 2.5.4 Flight instruction
 - 2.5.4.1 The applicant shall have completed a course of approved training covering the experience requirements specified in 2.5.3.
 - 2.5.4.2 The applicant shall have received dual flight instruction in all the competency units specified in Appendix 3, 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.

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

(Chapter 2, Section 2.5, refers)

1. Training

- 1.1 In order to meet the requirements of the multi-crew pilot licence in the aeroplane category, the applicant shall have completed an approved training course. The training shall be competency-based and conducted in a multi-crew operational environment.
- 1.2 During the training, the applicant shall have acquired the knowledge, skills and attitudes required as the underpinning attributes 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.

2. Assessment level

- 2.1 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.
- 2.2 Note.— The training scheme for the multi-crew pilot licence in the aeroplane category, including the various levels of competency are contained in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868).

3. Competency units

3.1 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. Simulated flight

4.1 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.

4.2 Flight simulation training devices shall be categorized as follows:

- a) Type I. E-training and part tasking devices approved by the Licensing Authority that have the following characteristics:
 - (i) 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
 - (ii) involve psychomotor activity with appropriate application of force and timing of responses.
- b) Type II. A flight simulation training device that represents a generic turbine-powered aeroplane.

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. 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.

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. Fully equivalent to a Level D flight simulator or to a Level C flight simulator with an enhanced daylight visual system.

Note.— 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.

APPENDIX 4 – MULTI-CREW PILOT LICENCE – AEROPLANE, COMPETENCY STANDARDS

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 multicrew, 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 copilot 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).