

FLIGHT CREW LICENSING AND TRAINING PANEL (FCLTP)

SECOND MEETING

Montreal, 31 January to 11 February 2005

AGENDA ITEM 2

The attached constitutes the report on Agenda Item 2 and should be inserted at the appropriate place in the yellow report folder.

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- Agenda Item 2: i) Finalize recommendations for amendment of Annex 1 regarding:**
- a) flight engineer and flight navigator licences;**
 - b) recency of experience and maintenance of competency;**
 - c) foreign licence validation and conversion; and**
 - d) crediting of hours to a higher licence.**
- ii) Develop supporting guidance material**

2.1 INTRODUCTION

2.1.1 A number of proposals have resulted from the review that was conducted by the FCLTP of the flight crew licensing and training requirements of Annexes 1 and 6, as was requested by the ANC. These included amendments to the Annex 1 provisions on the method of rendering a licence valid a recommendation on licensing criteria to be used for the maintenance of competency and recent experience and revised provisions governing the crediting of hours to a higher licence. A proposal for the retention of the flight navigator licence in Annex 1 was also made.

2.2 PROPOSED AMENDMENTS

2.2.1 Flight engineer and flight navigator licences

2.2.1.1 FCLTP/1 had decided that, in view of the continued use of aircraft certificated for operation with a flight navigator, the flight navigator licence should be retained in Annex 1 (FCLTP/1-WP/27, paragraph 2.2.2.3.1 refers). However, it also recommended that further consideration be given to this matter on the basis of a letter, requesting all Contracting States to provide information on current practices on the use of flight navigators (FCLTP/1-WP/27, paragraph 2.2.8, Recommendation 2/2 refers). The results of the letter and questionnaire were presented in FCLTP/2-WP/7 and its Appendix B.

2.2.1.2 Given the number of current licences reported in the survey, and the very limited number of State responses, the proposal was for the flight navigator licence requirements to be retained in Annex 1. In addition, the proposal called for the Secretariat to conduct a follow-up survey on States' practices on the use of the flight navigator in five years, in order to determine whether there will still exist, at that time, a need for the Annex 1 provisions.

2.2.1.3 As a result of a review of the medical assessment classes for both the flight engineer and the flight navigator, conducted at the request of FCLTP/1, a further proposal maintained that the existing Annex 1 medical class requirements for the flight engineer and the flight navigator should not be amended from a Class 1 to a Class 2 medical assessment.

2.2.1.4 FCLTP Review

2.2.1.4.1 Further to the panel's review of FCLTP/2-WP/7, several members indicated that their national practices were not in line with the Annex 1 Class 1 medical assessment requirement for flight engineers and flight navigators and that did not see a safety justification for more stringent medical Standards. The meeting was advised by the Secretariat of the recent amendments to the medical provisions in Annex 1, which had been approved by the Air Navigation Commission. In concluding this discussion, the meeting

agreed, in line with the proposal originally made at FCLTP/1, to recommend a Class 2 medical assessment for the flight engineer and flight navigator, on the understanding that the validity period would be twelve months.

2.2.2 Maintenance of competency and recent experience

2.2.2.1 FCLTP/1 proposed the addition of a new Recommended Practice at Annex 1, paragraph 1.2.5.1.1, recommending States to establish maintenance of competency and recent experience requirements for pilot licences and ratings on the basis of a systematic approach to accident prevention. This should include a risk assessment process and analysis of current operations, including accident and incident data appropriate to that State. It was also agreed to add a new *Note* to expand the reference to a sample risk assessment in ICAO Doc 9379. It was proposed that the guidance material, already developed by the panel (see contents of the guidance material reproduced in the Appendix A to FCLTP/2-IP/2), include a model case specific to personnel licensing and be published in the ICAO *Manual of Procedures for Establishment of a States's Personnel Licensing System* (Doc 9379).

2.2.2.2 FCLTP Review

2.2.2.2.1 In concluding its review of FCLTP/2 - WP/13, the panel agreed to the proposed amendment to Annex 1, for the inclusion of a Recommended Practice for States to establish maintenance of competency and recent experience requirements on the basis of a risk assessment process and the analysis of current operations, including accident and incident data appropriate to that State. It also agreed to include a *Note* making reference to the guidance material available in the ICAO *Manual of Procedures for Establishment and Management of a State's Personnel Licensing System* (Doc 9379).

2.2.3 Foreign licence validation and conversion

2.2.3.1 FCLTP/1 developed a proposal (FCLTP/1-WP/27, Recommendation 2/1 and pages 2A-1 to 2A-2) for amending the current Annex 1 requirement for the validation of foreign licences. The proposal required that the authorization would specify the privileges of the licence that were accepted as being equivalent and that the validity of the of the authorization would cease if the licence, upon which it is issued, was revoked or suspended. The proposal also made it necessary for a State to confirm a foreign licence's validity and its compliance with international Standards, prior to rendering it valid, if the intention was to use the validation in commercial air transport. It was proposed that the definition of commercial air transport found in Annex 6, also be included in Annex 1 (FCLTP/2-WP/11 refers).

2.2.3.2 FCLTP/1 had also requested the Secretariat to draft a provision that would allow aircraft type ratings to be endorsed on validation certificates. However, consultation with the ICAO Secretariat made it clear that the addition of type ratings to a validation certificate could only be done in cases where the original licence was endorsed with that type rating. In addition, it was determined that such a requirement could be adequately catered for within the scope of existing processes of licence conversion and licence validation. It was therefore decided not to pursue the proposal further. The Secretariat was however requested to develop explanatory text on the steps needed before adding type rating privileges to a validation certificate, for inclusion into the ICAO guidance material.

2.2.3.3 **FCLTP Review**

2.2.3.3.1 The panel reviewed FCLTP/2-WP/3 that contained the comments of the Secretariat on the legal difficulties of including an aircraft type rating on a validation certificate and subsequently, therefore, agreed to maintain the amendment proposal made during FCLTP/1. The panel also agreed that explanatory material on procedures to be followed in relation to the endorsement of aircraft types on a validation certificate be published in the ICAO *Manual of Procedures for Establishment and Management of a State's Personnel Licensing System* (Doc 9379), and for this to be included under Agenda Item 5, *Future work required by ICAO in the area of flight crew licensing*.

2.2.4 **Crediting of hours to a higher licence**

2.2.4.1 FCLTP/1 made an initial proposal to amendment to Annex 1, paragraph 2.1.9.2 to allow a licence holder to be credited in full for the hours flown as a co-pilot on an aircraft certificated to be operated with a co-pilot. The proposal maintained the existing Annex 1 provision for co-pilots on aircraft certificated for single-pilot operations but requiring the use of a co-pilot, whereby not more than fifty percent of the co-pilot time can be credited towards a higher licence.

2.2.4.2 **FCLTP Review**

2.2.4.2.1 Further to the review of FCLTP/2-WP/13, several members indicated that they had difficulties with the proposal contained in paragraph 2.1.9.2 that enabled a pilot operating an aircraft required to be operated with a co-pilot, to be credited with only fifty per cent as flight time towards a higher licence. It was further noted that such aircraft were as technologically advanced as aircraft certified for multi-crew operations, and that the provision would result in several States being non-compliant. After further discussion, it was proposed to introduce new text, which would allow Licensing Authorities to credit flight time in full, provided that the aircraft was equipped to be operated by a co-pilot and was operated in multi-crew operations. The panel agreed to the proposal.

2.2.5 **Amendments to Annex 1**

2.2.5.1 The proposals to amend Annex 1 provide for a new Recommended Practice on the maintenance of competency and recent experience; amended provisions on the validation of foreign licences and on the medical assessment requirements for the flight navigator and the flight engineer; and amendments to the Annex 1 requirements for crediting hours towards a higher licence.

2.2.6 **RECOMMENDATIONS**

Note.— The panel's proposals related to Amendment to Annex 1 are consolidated under Recommendation 3/x.

2.3 DEVELOPMENT OF GUIDANCE MATERIAL

2.3.1 Material developed by the panel, as mentioned above in paragraph 2.2.2.1, was being completed by the Secretariat for the purpose of providing States with guidance on the development of a risk assessment methodology for determining maintenance of competency and recent experience requirements. As stated in the above paragraph 2.2.3.2, the Secretariat was additionally requested to develop guidance material on the steps to be take for adding new type-rating privileges to a foreign licence prior to its validation. It was proposed that this material be published in the *ICAO Manual of Procedures for Establishment and Management of a State's Personnel Licensing System* (Doc 9379).

2.3.2 FCLTP Review

2.3.2.1 The panel reviewed FCLTP/2-WP/7 in respect to the development of a risk assessment process for determining maintenance of competency and recency requirements. Having been informed that the material would be updated to include a model specific to personnel licensing, the meeting recommended its publication in the *ICAO Manual of Procedures for Establishment and Management of a State's Personnel Licensing System* (Doc 9379).

2.3.3 RECOMMENDATION

In view of the foregoing discussions, the meeting agreed on the following recommendation:

**Recommendation 2/1 — GUIDANCE MATERIAL ON RISK
ASSESSMENT METHODOLOGY FOR
MAINTENANCE OF COMPETENCY AND
RECENT EXPERIENCE REQUIREMENTS**

That the guidance material on risk assessment methodology for maintenance of competency and recent experience requirements currently being completed by the Secretariat be published in the *Manual of Procedures for Establishment and Management of a State's Personnel Licensing System* (Doc 9379).

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