Annex 1 — Personnel Licensing

Current Status of Annex 1

Latest Amendment

The most recent amendment to Annex 1, was Amendment 167 (Annex 1, 9th Edition), adopted by the Council on 10 March 2006. The main feature of the amendment are revised and new medical provisions on the upper age limits for flight crew members; new personnel licensing requirements for airship and powered-lift aircraft; introduction of the Multi-crew Pilot Licence (MPL); amendments to the details of existing flight crew licensing Standards; amendments to the provisions on the role of flight simulation training devices (FTDs) in acquiring or maintaining the competences required for the various levels of licences and ratings.

Foreword to Annex 1

Historical Background

Standards and Recommended Practices (SARPs) for Personnel Licensing were first adopted by the Council on 14 April 1948 pursuant to the provisions of Article 37 of the Convention on International Civil Aviation (Chicago 1944) and designated as Annex 1 to the Convention. They became effective on 15 September 1948.

Application of the PEL Standards

The present (Ninth) edition of Annex 1 contains SARPs adopted by the International Civil Aviation Organization as the minimum standards for personnel licensing. It incorporates all amendments until Amendment 164.

The Council has decided that, in principle, amendments affecting existing licensing specifications are applicable to all applicants and holders of licences. By considering the application of existing holders of licences, the assessment, might be necessary by re-examination of the knowledge, experience and proficiency of individual licence holders, which is left to the discretion of Contracting States.

Action by Contracting States
Notification of differences. The attention of Contracting States is drawn to the obligation imposed by Article 38 of the Convention by which Contracting States are required to notify the Organization of any differences between their national regulations and practices and the International Standards contained in this Annex and any amendments thereto. Contracting States are invited to extend such notification to any differences from the Recommended Practices contained in this Annex and any amendments, when the notification of such differences is important for the safety of air navigation. Further, Contracting States are invited to keep the Organization currently informed of any difference which may subsequently occur, or of the withdrawal of any difference previously notified. A specific request for notification of differences will be sent to Contracting States immediately after the adoption of each amendment to this Annex.

Use of the Annex text in national regulations. The Council, on 13 April 1948, adopted a resolution inviting the attention of Contracting States to the desirability of using in their own national regulations, as far as practicable, the precise language of those ICAO Standards that are of a regulatory character and also of indicating departures from the Standards, including any additional national regulations that were important for the safety or regularity of air navigation. Wherever possible, the provisions of this Annex have been written in such a way as to facilitate incorporation, without major textual changes, into national legislation.

General Information

The expression "licence" used throughout this Annex has the same meaning as the expressions "certificate of competency and license", "license or certificate" and "license" used in the Convention. Similarly the expression "flight crew member" has the same meaning as the expressions "member of the operating crew of an aircraft" and "operating personnel" used in the Convention and the expression "personnel other than flight crew members" includes the expression "mechanical personnel" used in the Convention.

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Attachment to Annex 1