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1.2.9.6	As of 5 March 2008, the language proficiency of aeroplane, airship, helicopter and powered-lift pilots, air traffic controllers and aeronautical station operators who demonstrate proficiency below the Expert Level (Level 6) shall be formally evaluated at intervals in accordance with an individual's demonstrated proficiency level.	ATCO.B.030 ATCO.B.035	For Expert Level (Level 6), the validity of the language proficiency endorsement shall be 9 years for the English language, while for any other language(s) it shall be unlimited.
4.3 Student air traffic controller			
4.3.1	Contracting States shall take the appropriate measures to ensure that student air traffic controllers do not constitute a hazard to air navigation.	ATCO.B.001	Student air traffic controllers are only authorised to provide air traffic control services under the supervision of an on-the-job training instructor, therefore it is understood that they do not constitute any hazard to air navigation.
4.3.2	A Contracting State shall not permit a student air traffic controller to receive instruction in an operational environment unless that student air traffic controller holds a current Class 3 Medical Assessment.	ATCO.B.001(a)	ATCO.MED.A.030 Medical certificates (a) Applicants for and holders of an air traffic controller licence, or student air traffic controller licence, shall hold a Class 3 medical certificate.
4.4 Air traffic controller licence			
4.4.1	Requirements for the issue of the licence Before issuing an air traffic controller licence, a Contracting State shall require the applicant to meet the requirements of 4.4.1 and the requirements of at least one of the ratings set out in 4.5. Unlicensed State employees may operate as air traffic controllers on condition that they meet the same requirements.	ATCO.B.005	The rating scheme is not exactly the same as reflected in ICAO Annex 1. Further explanation about the rating correspondence is given in 4.5.
4.4.1.1	<i>Age</i> The applicant shall be not less than 21 years of age.	ATCO.B.005	The age is not explicitly a requirement to be issued with an air traffic controller licence. However, since it is necessary to hold a student air traffic controller licence and subsequently complete unit training in order to be issued with an air traffic controller licence and there is a minimum age of 18 years to

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		obtain the student licence, the age to be issued with an air traffic controller licence will be, in any case, never lower than 18. Therefore, in practice the minimum age to become an air traffic controller will be 18 years old + duration of the unit endorsement course to be undertaken by the applicant.
<p>4.4.1.2</p> <p><i>Knowledge</i></p> <p>The applicant shall have demonstrated a level of knowledge appropriate to the holder of an air traffic controller licence, in at least the following subjects:</p> <p><i>Air law</i></p> <p>a) rules and regulations relevant to the air traffic controller;</p> <p><i>Air traffic control equipment</i></p> <p>b) principles, use and limitations of equipment used in air traffic control;</p> <p><i>General knowledge</i></p> <p>c) principles of flight; principles of operation and functioning of aircraft, engines and systems; aircraft performances relevant to air traffic control operations;</p> <p><i>Human performance</i></p> <p>d) human performance including principles of threat and error management;</p> <p><i>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).</i></p> <p><i>Meteorology</i></p> <p>e) aeronautical meteorology; use and appreciation of meteorological</p>	<p>Appendices 3 to 9 to the draft Regulation</p> <p>AMCs Part ATCO, Subpart D, Section 2</p>	

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<p>documentation and information; origin and characteristics of weather phenomena affecting flight operations and safety; altimetry;</p> <p><i>Navigation</i></p> <p>f) principles of air navigation; principle, limitation and accuracy of navigation systems and visual aids; and</p> <p><i>Operational procedures</i></p> <p>g) air traffic control, communication, radiotelephony and phraseology procedures (routine, non-routine and emergency); use of the relevant aeronautical documentation; safety practices associated with flight.</p>		
<p>4.4.1.3</p> <p><i>Experience</i></p> <p>The applicant shall have completed an approved training course and not less than three months' satisfactory service engaged in the actual control of air traffic under the supervision of an appropriately rated air traffic controller. The experience requirements specified for air traffic controller ratings in 4.5 may be credited as part of the experience specified in this paragraph.</p>	ATCO.B.005	<p>Applicants for the issue of an air traffic controller licence shall have completed a unit endorsement course and successfully passed the appropriate examinations and assessments in accordance with the requirements set out in Part ATCO, Subpart D, Section 3.</p> <p>The unit endorsement course duration is, however, not established by the draft Regulation. It remains, therefore, a task for the competent authorities to approve the courses, and comply with the relevant ICAO provision.</p>
<p>4.4.1.4</p> <p><i>Medical fitness</i></p> <p>The applicant shall hold a current Class 3 Medical Assessment.</p>	ATCO.B.005	
4.5 Air traffic controller ratings		
<p>4.5.1</p> <p>Categories of air traffic controller ratings</p> <p>Air traffic controller ratings shall comprise the</p>	ATCO.B.010	<p>Licences shall contain one or more of the following ratings in order to indicate the type of service which the licence holder is authorised to provide:</p>

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<p>following categories:</p> <ul style="list-style-type: none"> a) aerodrome control rating; b) approach control procedural rating; c) approach control surveillance rating; d) approach precision radar control rating; e) area control procedural rating; and f) area control surveillance rating. 		<ul style="list-style-type: none"> a) aerodrome control visual; b) aerodrome control instrument; c) approach control procedural; d) approach control surveillance; e) area control procedural; f) area control surveillance. <p>Some ratings are slightly different, although the draft Regulation covers all of them. The ICAO 'approach precision radar control rating' is equivalent to the 'precision approach radar' rating endorsement established by the draft Regulation.</p>
<p>4.5.2.1</p> <p>4.5.2 Requirements for air traffic controller ratings</p> <p><i>Knowledge</i></p> <p>The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted, in at least the following subjects in so far as they affect the area of responsibility:</p> <p>a) <i>aerodrome control rating</i>:</p> <ul style="list-style-type: none"> 1) aerodrome layout; physical characteristics and visual aids; 2) airspace structure; 3) applicable rules, procedures and source of information; 4) air navigation facilities; 5) air traffic control equipment and its use; 6) terrain and prominent landmarks; 7) characteristics of air traffic; 8) weather phenomena; and 	<p>ATCO.B.010</p> <p>Appendices 3 to 9 to the draft Regulation</p> <p>AMCs Part ATCO, Subpart D, Section 2</p> <p>ATCO.D.030</p> <p>ATCO.D.040</p>	

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<p>9) emergency and search and rescue plans;</p> <p>b) <i>approach control procedural and area control procedural ratings:</i></p> <p>10) airspace structure;</p> <p>11) applicable rules, procedures and source of information;</p> <p>12) air navigation facilities;</p> <p>13) air traffic control equipment and its use;</p> <p>14) terrain and prominent landmarks;</p> <p>15) characteristics of air traffic and traffic flow;</p> <p>16) weather phenomena; and</p> <p>17) emergency and search and rescue plans; and</p> <p>c) <i>approach control surveillance, approach precision radar control and area control surveillance ratings:</i> The applicant shall meet the requirements specified in b) in so far as they affect the area of responsibility, and shall have demonstrated a level of knowledge appropriate to the privileges granted, in at least the following additional subjects:</p> <p>18) principles, use and limitations of applicable ATS surveillance systems and associated equipment; and</p> <p>19) procedures for the provision of ATS surveillance service, as appropriate, including procedures to ensure appropriate terrain clearance.</p>			
<p>4.5.2.2.1</p>	<p>4.5.2.2 Experience</p> <p>The applicant shall have:</p>	<p>ATCO.B.005</p>	<p>Applicants for the issue of an air traffic controller licence shall have completed a unit endorsement course and successfully passed the appropriate examinations and</p>

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<p>a) satisfactorily completed an approved training course;</p> <p>b) provided, satisfactorily, under the supervision of an appropriately rated air traffic controller:</p> <ol style="list-style-type: none"> 1) <i>aerodrome control rating</i>: an aerodrome control service, for a period of not less than 90 hours or one month, whichever is greater, at the unit for which the rating is sought; 2) <i>approach control procedural, approach control surveillance, area control procedural or area control surveillance rating</i>: the control service for which the rating is sought, for a period of not less than 180 hours or three months, whichever is greater, at the unit for which the rating is sought; and 3) <i>approach precision radar control rating</i>: not less than 200 precision approaches of which not more than 100 shall have been carried out on a radar simulator approved for that purpose by the Licensing Authority. Not less than 50 of those precision approaches shall have been carried out at the unit and on the equipment for which the rating is sought; and <p>c) if the privileges of the approach control surveillance rating include surveillance radar approach duties, the experience shall include not less than 25 plan position indicator approaches on the surveillance equipment of the type in use at the unit for which the rating is sought and under the supervision of an appropriately rated controller.</p>		<p>assessments in accordance with the requirements set out in Part ATCO, Subpart D, Section 3.</p> <p>The unit endorsement course duration is, however, not established by the draft Regulation. It remains, therefore, a task for the competent authorities to approve the courses, and comply with the relevant ICAO provision.</p>

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<p>4.5.2.2.2</p>	<p>The experience specified in 4.5.2.2.1 b) shall have been completed within the 6-month period immediately preceding application.</p>	<p>ATCO.B.020 ATCO.B.025</p> <p>Correspondence with this ICAO requirement is established through a combination of two provisions of the draft Regulation.</p> <p>ATCO.B.020</p> <p>The validity period of unit endorsements for initial issue and renewal shall commence not later than 30 days from the date on which the assessment has been successfully completed.</p> <p>ATCO.B.025</p> <p>(a) Unit competence schemes shall be established by the air navigation service provider and approved by the competent authority. It shall include at least the following elements:</p> <p>[...]</p> <p>(3) the maximum continuous period when the privileges of a unit endorsement are not exercised during its validity. This period shall not exceed 90 calendar days;</p> <p>Therefore, if the unit endorsement validity commences at the latest 30 days after the assessment and it has to be exercised at least once in 90 days, it means that the exercise of the privileges of the unit endorsement necessarily takes place in a 6-month period from completion of the unit endorsement course.</p>
<p>4.5.2.2.3</p>	<p>When the applicant already holds an air traffic controller rating in another category, or the same rating for another unit, the Licensing Authority shall determine whether the experience requirement of 4.5.2.2 can be reduced, and if so, to what extent.</p>	<p>ATCO.B.055</p> <p>The unit endorsement course duration is, however, not established by the draft Regulation. It remains, therefore, a task for the competent authorities to approve the courses, and comply with the relevant ICAO provision.</p>

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4.5.2.3	<p><i>Skill</i></p> <p>The applicant shall have demonstrated, at a level appropriate to the privileges being granted, the skill, judgment and performance required to provide a safe, orderly and expeditious control service, including the recognition and management of threats and errors.</p>	ATCO.D.055	
4.5.2.4	<p><i>Concurrent issuance of two air traffic controller ratings</i></p> <p>When two air traffic controller ratings are sought concurrently, the Licensing Authority shall determine the applicable requirements on the basis of the requirements for each rating. These requirements shall not be less than those of the more demanding rating.</p>	ATCO.B.005(a)	When two or more air traffic controller ratings are sought concurrently, the requirements relevant to the acquisition of each of those ratings shall be met.
4.5.3.1	<p>4.5.3 Privileges of the holder of the air traffic controller rating(s) and the conditions to be observed in exercising such privileges</p> <p>Subject to compliance with the requirements specified in 1.2.5, 1.2.6, 1.2.7.1 and 1.2.9, the privileges of the holder of an air traffic controller licence endorsed with one or more of the undermentioned ratings shall be:</p> <p>a) <i>aerodrome control rating</i>: to provide or to supervise the provision of aerodrome control service for the aerodrome for which the licence holder is rated;</p> <p>b) <i>approach control procedural rating</i>: to provide or to supervise the provision of approach control service for the aerodrome or aerodromes for which the licence holder is rated, within the airspace or portion thereof, under the jurisdiction of the unit</p>	ATCO.B.010	<p>Licences shall contain one or more of the following ratings in order to indicate the type of service which the licence holder is authorised to provide:</p> <p>a) aerodrome control visual;</p> <p>b) aerodrome control instrument;</p> <p>c) approach control procedural;</p> <p>d) approach control surveillance;</p> <p>e) area control procedural;</p> <p>f) area control surveillance.</p> <p>Some ratings are slightly different, although the draft Regulation covers all of them. The ICAO 'approach precision radar control rating' is equivalent to the 'precision approach radar' rating endorsement established by the draft Regulation.</p>

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<p>providing approach control service;</p> <p>c) <i>approach control surveillance rating</i>: to provide and/or supervise the provision of approach control service with the use of applicable ATS surveillance systems for the aerodrome or aerodromes for which the licence holder is rated, within the airspace or portion thereof, under the jurisdiction of the unit providing approach control service;</p> <p>1) subject to compliance with the provisions of 4.5.2.2.1 c), the privileges shall include the provision of surveillance radar approaches;</p> <p>d) <i>approach precision radar control rating</i>: to provide and/or supervise the provision of precision approach radar service at the aerodrome for which the licence holder is rated;</p> <p>e) <i>area control procedural rating</i>: to provide and/or supervise the provision of area control service within the control area or portion thereof, for which the licence holder is rated; and</p> <p>f) <i>area control surveillance rating</i>: to provide and/or supervise the provision of area control service with the use of an ATS surveillance system, within the control area or portion thereof, for which the licence holder is rated.</p>			
4.5.3.2	Before exercising the privileges indicated in 4.5.3.1, the licence holder shall be familiar with all pertinent and current information.	ATCO.B.005	Applicants for the issue of an air traffic controller licence shall have completed a unit endorsement course and successfully passed the appropriate examinations and assessments in accordance with the requirements set out in Part ATCO, Subpart D, Section 3.

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4.5.3.3	A Contracting State having issued an air traffic controller licence shall not permit the holder thereof to carry out instruction in an operational environment unless such holder has received proper authorization from such Contracting State.	ATCO.C.010 Article 4(15)	
4.5.3.4	<i>Validity of ratings</i> A rating shall become invalid when an air traffic controller has ceased to exercise the privileges of the rating for a period determined by the Licensing Authority. That period shall not exceed six months. A rating shall remain invalid until the controller's ability to exercise the privileges of the rating has been re-established.	ATCO.B.010(b) ATCO.B.025	<p>ATCO.B.010(b)</p> <p>The holder of a rating who has interrupted exercising the privileges associated with that rating for a period of four immediately preceding consecutive years or more may only commence unit training in that rating after assessment of previous competence, conducted by a training organisation satisfying the requirements laid down in Annex III to this Regulation (Part-ATCO.OR) and certified to provide training relevant to the rating, as to whether the person concerned continues to satisfy the conditions of that rating, and after satisfying any training requirements that result from this assessment.</p> <p>ATCO.B.025</p> <p>(b) Unit competence schemes shall be established by the air navigation service provider and approved by the competent authority. It shall include at least the following elements:</p> <p>[...]</p> <p>(3) the maximum continuous period when the privileges of a unit endorsement are not exercised during its validity. This period shall not exceed 90 calendar days;</p> <p>Although the concept of 'invalidation of a rating' is not contained as such, by meeting the requirements of these two provisions, the holder of an air traffic controller licence is allowed to exercise the privileges of a rating after a certain period of time, which shall not be longer than 90 days. In case the privileges are not exercised for a much longer duration (4 consecutive years) then a competence assessment shall be conducted.</p>