

**Doc 9868**  
**Amendment No. 5**  
**5/11/20**

**AMENDMENT NO. 5**  
**TO THE**  
**PROCEDURES**  
**FOR**  
**AIR NAVIGATION SERVICES**

**TRAINING**

**SECOND EDITION — 2016**

**INTERNATIONAL CIVIL AVIATION ORGANIZATION**

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Checklist of Amendments  
to the PANS-TRG (Doc 9868), Second Edition

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*Date of applicability*

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Amendment No. 5

(Approved by the President of the Council of ICAO  
on behalf of the Council on 13 July 2017)

Replacement pages (v), (ix) to (xiv), I-(iii), I-1-1 to I-1-7, I-2-1 to I-2-4  
I-2-A-1 and I-2-A-2; I-2-B-1; I-2-C-1 to I-2-C-20; and III-1-A-3

5 November 2020

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*Transmittal note*

Amendment No. 5  
to the  
Procedures for Air Navigation Services  
TRAINING  
(Doc 9868)

1. The following replacement pages in the PANS-TRG (Second Edition) incorporate Amendment No. 5 which will become applicable on 5 November 2020.
  - a) Page (v) — Table of Contents
  - b) Pages (ix) to (xiv) — Foreword
  - c) Page I-(iii) — Part I, General Procedures
  - d) Pages I-1-1 to I-1-7 — Part I, Chapter 1
  - e) Pages I-2-1 to I-2-4 — Part I, Chapter 2
  - f) Pages I-2-A-1 and I-2-A-2 — Part I, Chapter 2, Attachment A
  - g) Page I-2-B-1 — Part I, Chapter 2, Attachment B
  - h) Pages I-2-C-1 to I-2-C-20 — Part I, Chapter 2, Attachment C
  - i) Page III-1-A-3 — Part III, Chapter 1, Attachment A
2. Remove existing Chapter 2 and Attachment to Chapter 2 *in toto*.
3. These pages should be retained separately from the PANS-TRG proper until the applicability date is reached, at which time they should be incorporated into the PANS.
4. Record the entry of this amendment on page (iii).

5/11/20

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# FOREWORD

## 1. HISTORICAL BACKGROUND

1.1 The *Procedures for Air Navigation Services — Training* (PANS-TRG) are the result of the evolution of the work initiated by the Flight Crew Licensing and Training Panel (FCLTP) on the implementation of the training required for the pilot licences and ratings found in Annex 1 — *Personnel Licensing*, including the multi-crew pilot licence (MPL).

1.2 The FCLTP, at its first meeting (Montréal, 8 to 19 December 2003), identified a clear need for licensing and training material that, although too detailed to take the form of Standards, was of sufficient importance to provide universal benefit to States. The need called for material that had to be harmonized and subjected to a formal consultation and approval process and that called for a higher level of adherence on the part of States than that required of guidance material. The FCLTP determined that the establishment of the PANS-TRG would be the appropriate document for use by all States.

1.3 The first amendment to the PANS-TRG was issued in 2011, following the work undertaken by the IATA Training and Qualifications Initiative on the development of a competency-based approach to the training and assessment of aircraft maintenance mechanics/technicians/engineers (AMMTEs), including those personnel with licensed or authorized privileges.

1.4 There is industry-wide consensus that, in order to reduce aircraft hull loss and fatal accident rates, a strategic review of recurrent training for airline pilots is necessary. Consequently, procedures for evidence-based training (EBT), developed by the IATA Training and Qualifications Initiative, were introduced in Amendment 2 to the PANS-TRG issued in 2013 and are intended as a means of assessing and training key areas of flight crew performance in a recurrent training system. In addition, qualifications of the instructor were expanded.

1.5 Between 2006 and 2010, aeroplane accidents resulting from a loss of control in flight (LOC-I) event were the leading cause of fatalities in commercial aviation. Recognizing the need to identify and effectively implement mitigating strategies, the prevention of aeroplane upsets quickly became an ICAO priority. Following extensive studies of the LOC-I phenomena, in collaboration with civil aviation authorities (CAAs), aviation accident investigative bodies, LOC-I focus groups, industry associations, original equipment manufacturers and subject matter experts from around the world, it became readily apparent that deficiencies in current training practices were contributing factors in most aeroplane upset-related accidents. Consequently, Amendment 3 to the PANS-TRG improved the existing ICAO Standards and Recommended Practices (SARPs) and supporting guidance material by introducing aeroplane upset prevention and recovery training (UPRT) requirements.

1.6 In 2015, the Next Generation of Aviation Professionals Task Force developed competency frameworks for air traffic controllers (ATCOs) and air traffic safety electronics personnel (ATSEP) to support the progressive implementation of competency-based training practices for air traffic management (ATM) personnel. This second edition of the PANS-TRG has been restructured and divided into different parts dealing with each category of personnel.

1.7 Amendment 5 was initially developed by the ICAO Competencies Task Force which was established in 2014 to review and clarify the existing competency-related definitions and concepts in ICAO provisions and organize them in a conceptual framework that would illustrate the relationships between the concepts.