



Notice of Proposed Amendment 2021-08(A)

in accordance with
Articles 6(3), 7 and 8 (Standard procedure: public consultation) of MB Decision
No 18-2015

Enhanced mobility options and streamlined qualifications for air traffic controllers

RMT.0668

EXECUTIVE SUMMARY

This Notice of Proposed Amendment (NPA) proposes enhanced mobility options for instructors, assessors and student air traffic controllers (ATCOs), facilitates licensing in cases of dynamic cross-border sectorisation (e.g. FINEST project), proposes simplification of the ATCO rating and rating endorsement structure and updates the ATCO basic and rating training syllabi.

These proposed amendments contribute to responding to the recommendations of the Wise Persons Group, when calling for the revision of the current requirements governing ATCO licensing and training. They create a less fragmented qualification system and thus enable the application of more harmonised European training standards, hence allowing more flexibility in the use of the ATCO resources. Clarifications stemming from implementation feedback and alignment with Regulation (EU) 2017/373 (ATM/ANS Regulation) are also considered.

The simplified rating and rating endorsement system, as well as the guidance material on the use of the ICAO location indicator in the unit endorsement should ease the licence administration for both air navigation service providers (ANSPs) and competent authorities. The ATCO initial training will be streamlined and potentially shortened; the number of training courses reduced. Training organisations will need to update their training courses, but they will in the long term gain benefits from the more flexible use of resources, including the involvement of instructors and assessors. Competent authorities will also benefit from the alignment of the authority requirements with the ones in the ATM/ANS Regulation.

This main sub-NPA is accompanied by six sub-NPAs containing the updated initial training content.

Domain:	Competence of personnel		
Related rules:	Commission Regulation (EU) 2015/340 (ATCO Regulation) and related AMC & GM		
Affected stakeholders:	ATCO training organisations, ATM/ANS service providers, competent authorities, air traffic controllers, aero-medical centres, aero-medical examiners		
Driver:	Efficiency/proportionality	Rulemaking group:	No
Impact assessment:	No	Rulemaking Procedure:	Standard

• EASA rulemaking process milestones



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1. About this NPA

1.1. How this NPA was developed

The European Union Aviation Safety Agency (EASA) developed this NPA in line with Regulation (EU) 2018/1139¹ (the 'Basic Regulation') and the Rulemaking Procedure². This rulemaking activity is included in the European Plan for Aviation Safety ([EPAS 2021–2025](#)) under rulemaking task (RMT).0668. The text of this NPA has been developed by EASA with the support of EUROCONTROL and a group of subject matter experts (ATCO focal points) nominated by the Advisory Bodies.

The focal points nominated by ATM/ANS TeB and TEC members represented competent authorities, ANSPs, training organisations, staff organisations and EUROCONTROL. Consultation with the focal points was performed via email and at meetings. Four consultation meetings with the focal points were held between October 2018 and October 2020.

EASA launched a survey to the ATM/ANS TEB and TEC members in June 2019 to gain knowledge on the current use of the ratings and rating endorsements in EASA Member States and to ask the opinion of the stakeholders on their future use. The survey was prepared in cooperation with EUROCONTROL; EASA received 45 responses to the survey from competent authorities, ANSPs, training organisations and stakeholder organisations from 21 Member States.

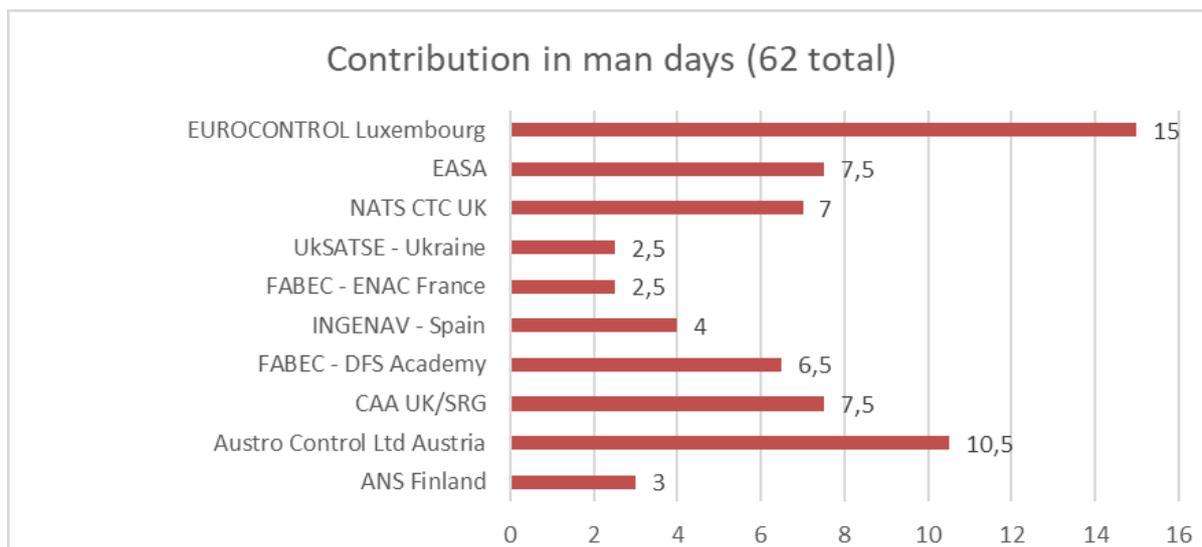
Based on the responses, and on individual consultation with the affected Member States, EASA and EUROCONTROL prepared this proposal on the new structure of ratings and rating endorsements, resulting in a significant simplification of the system.

In the context of the EASA-EUROCONTROL Joint Work Programme, EUROCONTROL performed a comprehensive review of the initial training content with the assistance of the ATCO CCC Training Task Force, composed of 11 training experts and regulators from five Member States, EUROCONTROL and EASA. This Task Force met four times in 2020. The first meeting in January 2020 was the last face-to-face meeting since all the remaining work, due to the COVID-19 pandemic, was done through the online sessions organised in June, July, September and October 2020.

¹ Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91 (OJ L 212, 22.8.2018, p. 1) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1535612134845&uri=CELEX:32018R1139>).

² EASA is bound to follow a structured rulemaking process as required by Article 115(1) of Regulation (EU) 2018/1139. Such a process has been adopted by the EASA Management Board (MB) and is referred to as the 'Rulemaking Procedure'. See MB Decision No 18-2015 of 15 December 2015 replacing Decision 01/2012 concerning the procedure to be applied by EASA for the issuing of opinions, certification specifications and guidance material (<http://www.easa.europa.eu/the-agency/management-board/decisions/easa-mb-decision-18-2015-rulemaking-procedure>).

The following graph illustrates ATCO CCC experts' contribution expressed in man days.



The Task Force processed more than 500 change proposals originated by various sources (e.g. EASA, Eurocontrol, Task Force Members, etc.).

The result of this work is hereby submitted to all interested parties for consultation.

1.2. How to comment on this NPA

Please submit your comments using the automated **Comment-Response Tool (CRT)** available at <http://hub.easa.europa.eu/crt/>³.

Please note that the initial training content is presented in sub-NPAs 2021-08(B) to 2021-08(G). The content of these sub-NPAs is a direct extraction from a EUROCONTROL database, therefore at this stage of the process these have not been proofread by EASA.

The deadline for submission of comments is **24 September 2021**.

1.3. The next steps

Following the closing of the public commenting period, EASA will review all the comments received.

Based on the comments received, EASA will consider the need to propose amendments to Regulation (EU) 2015/340⁴ (ATCO Regulation) and, if necessary, issue an opinion. A summary of the comments received will be provided in the opinion.

The opinion will be submitted to the European Commission, which will use it as a technical basis in order to take a decision on whether or not to amend the ATCO Regulation.

³ In case of technical problems, please send an email to crt@easa.europa.eu with a short description.

⁴ Commission Regulation (EU) 2015/340 of 20 February 2015 laying down technical requirements and administrative procedures relating to air traffic controllers' licences and certificates pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council, amending Commission Implementing Regulation (EU) No 923/2012 and repealing Commission Regulation (EU) No 805/2011 (OJ L 63, 6.3.2015, p. 1) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32015R0340&qid=1620633155104>).

If the Commission decides that the ATCO Regulation should be amended, EASA will issue a decision in order to amend the acceptable means of compliance (AMC) and guidance material (GM) to comply with the amendments introduced into the Regulation.

The comments received on this NPA and the EASA responses to them will be reflected in a comment-response document (CRD). The CRD will be published on the EASA website⁵.

⁵ <https://www.easa.europa.eu/document-library/comment-response-documents>



2. In summary — why and what

2.1. Why we need to amend the rules — issue/rationale

With the aviation industry rapidly evolving, the ATCO Regulation needs to be updated to ensure that it is fit for purpose, cost-effective and is in line with the globally applicable standards and practices, as well as with the EU regulatory framework. The feedback from EASA's standardisation activities with regard to the implementation of the requirements, as well as issues raised by the stakeholders, call for enhancements to the regulatory framework.

The results of the rating survey (see Section 1.1) indicated a need for simplification of the system, especially when it comes to rating endorsements. This need for simplification is one of the main drivers for this amendment. ATCO training has been claimed to be cumbersome, costly and time-consuming partially also due to the fragmented qualification structure. The simplification of the rating and rating endorsement system will establish a lean system of qualifications and provide benefits to the ATCO training organisations as regards the time-intensity and cost-efficiency of the training, while ensuring an equivalent level of safety.

Parallel to this development, high-level policy documents, notably the Report of the Wise Persons Group⁶, also urged the revision of the current requirements governing ATCO licensing and training. They call for more harmonised European training standards as being one factor to allow more flexibility in the use of the ATCO resources. The proposed amendments create a less fragmented qualification system and thus enable the application of more harmonised European training standards. EASA considers that this is an important step towards allowing more flexibility as called for in the above Report.

On another issue, implementation feedback received from stakeholders has shown that the current regulatory framework is administratively burdensome when it comes to short-term job relations; for example, in the case of freelance instructors and assessors working for different ATCO training organisations in different Member States. The suggested solution here is to provide more flexibility at the level of the regulatory requirements concerning the exchange of the licence when working in a Member State other than the one that issued the licence. Similar flexibility is proposed for student air traffic controllers such that their exchange of licence will only be required at the time when a new unit endorsement is issued.

Furthermore, it is considered beneficial to align the terminology of the licence exchange process with that of the other aviation domains, notably aircrew, in order to facilitate the work of the competent authorities, since many of them have licensing departments dealing with licences of all aviation domains. In addition, the fact that the need to transfer medical files is not directly addressed in the current rule has led to some misunderstandings; provisions like those of Regulation (EU) No 1178/2011⁷ (Aircrew Regulation) have therefore been introduced.

⁶ <https://ec.europa.eu/transport/sites/transport/files/2019-04-report-of-the-wise-persons-group-on-the-future-of-the-single-european-sky.pdf>

⁷ Commission Regulation (EU) No 1178/2011 of 3 November 2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 311, 25.11.2011, p. 1) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32011R1178&qid=162063542252>).

EASA has also followed innovations introducing dynamic cross-border sectorisation for the provision of air traffic services; for example, the FINEST project between the Finnish and Estonian flight information regions (FIRs). Regarding the licensing aspects of the project, the use of the ICAO location indicator in the unit endorsement has been identified as one of the problem areas. To facilitate the implementation of the project and to create common understanding of the definitions, new GM is introduced clarifying which ATS unit the ICAO location indicator should refer to. This clarification should help ANSPs and competent authorities regarding licensing aspects when establishing dynamic cross-border sectorisation or virtual centres.

The ATCO initial training content was first issued with ED Decision 2015/010/R on 16 March 2015⁸. The main reason for the amendment proposed with this NPA is the introduction of newly published EU rules on areas that affect the ATCO training objectives, and in particular those concerning ATS requirements included in Regulation (EU) 2020/469⁹. In addition, this amendment includes changes of subjects, topics, subtopics in the implementing rule that are mainly intended to make the ATCO training more effective.

Since the ATCO Regulation and the related AMC & GM have become applicable, EASA has been collecting implementation feedback from various sources, notably from the standardisation inspections of the competent authorities and from the EASA Advisory Bodies. After an evaluation of the issues raised with the focal points (see Section 1.1), several amendments of non-complex nature and editorial changes have been introduced to enhance the clarity of the rule and thus contribute to its harmonised interpretation and implementation at EU level.

Another stream on implementation feedback was the received alternative means of compliance (AltMoC), addressing experience requirements for surveillance radar approach (SRA) rating endorsement, regulatory reference ATCO.D.055(b), and proposing to conduct a portion of the required 25 surveillance radar approaches through the use of an approved synthetic training device. The proposed regulatory change on the training for SRA based on the referenced AltMoC and other stakeholder feedback is explained under 'ICAO references relevant to the content of this RMT' below.

2.2. ICAO references relevant to the content of this RMT

The categories of ATCO ratings in the ATCO Regulation are different in character compared to those established in International Civil Aviation Organization (ICAO) Annex 1, Section 4.5.1, as currently aerodrome control is divided into aerodrome control visual (ADV) and aerodrome control instrument (ADI) ratings. The proposed removal of the ADV rating and changing the name of the ADI rating into aerodrome control (ADC) will align the EU provisions with the respective ICAO Standards and Recommended Practices (SARPs). On the other hand, other means of compliance still apply for precision approach radar (PAR), as PAR remains a rating endorsement in the European system whereas it is a rating in ICAO. ICAO does not use rating endorsements, which in the European system indicate the specific conditions, privileges or limitations pertaining to the relevant rating. This NPA

⁸ <https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2015010r>

⁹ Commission Implementing Regulation (EU) 2020/469 of 14 February 2020 amending Regulation (EU) No 923/2012, Regulation (EU) No 139/2014 and Regulation (EU) 2017/373 as regards requirements for air traffic management/air navigation services, design of airspace structures and data quality, runway safety and repealing Regulation (EC) No 73/2010 (OJ L 104, 3.4.2020, p. 1) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32020R0469&qid=1620636709837>).

contains proposals to remove several of the current rating endorsements to simplify the European system and further align with ICAO.

AMC1 ATCO.D.055(b)(6), on the duration of unit endorsement courses, refers to ICAO Annex 1, Section 4.5.2.2.1 experience requirements; however, this AMC does not cover all provisions contained in the mentioned ICAO Annex 1 provision. To achieve further alignment, it is proposed to amend the said AMC to include the currently missing provisions relating to the training for SRA duties and also a possibility to shorten the ATCO on-the-job training phase based on the applicant's previous experience in accordance with Annex 1, Section 5.5.2.2.3. It must be noted that, for the SRA training, the proposal includes a possibility to substitute part of the on-the-job training by utilising a simulator, which is currently not foreseen by ICAO. It is anticipated that EASA will submit this issue to the ICAO Personnel Licensing and Training Panel (PTLP) that started its activities in February 2021.

2.3. What we want to achieve — objectives

The overall objectives of the EASA system are defined in Article 1 of the Basic Regulation. This proposal will contribute to the achievement of the overall objectives by addressing the issues outlined in Section 2.1.

The general objective of RMT.0668 is to ensure a high and uniform level of safety in air traffic management (ATM)/air navigation services (ANS), and more specifically in the provision of ATS, by ensuring continued alignment of the qualification scheme of ATCOs stipulated in the ATCO Regulation with the evolution of the regulatory framework, the state of the art and the recognised best practices in aviation.

The specific objectives of this proposal are to simplify the system of ratings and rating endorsements, to facilitate the mobility of instructors, assessors and student ATCOs, to facilitate the licensing of ATCOs in cases of dynamic cross-border sectorisation, and to update and streamline the initial training content to be in line with the latest developments. Additionally, this proposal is aimed at aligning the ATCO Regulation with other EU regulations and with ICAO SARPs, as well as at correcting identified inconsistencies and improving the clarity of the rule.

2.4. How we want to achieve it — overview of the proposals

2.4.1. Simplify the system of ratings and rating endorsements

In this proposed amendment the number of ratings is reduced from six to five and the number of rating endorsements from nine to three. This reduction is coupled with a thorough reconsideration of the system and of the fact that in the current system some privileges are 'overlapping'. For example, the aerodrome control instrument rating (ADI) includes the privileges of the aerodrome control visual (ADV) rating, and the tower control (TWR) rating endorsement includes the privileges of the air control (AIR) and ground movement control (GMC) rating endorsements. Merging these as well as the surveillance rating endorsements continues the simplification of the system in a similar manner that was already started with the removal of some rating endorsements at the time of the publication of the current regulation. However, further stakeholder input is needed for some remaining points as explained below.



2.4.1.1 Air traffic controller ratings

In order to simplify the system of ratings and to further align with ICAO, the ADV rating is proposed to be removed such that no new ADV ratings will be issued, but the current holders of the rating can continue exercising the privileges of it. The removal of the ADV rating causes a change of name of the ADI rating into ADC rating. Consequently, in the context of ATCO Initial Training, the former rating courses for ADV and ADI are merged into one ADC rating course.

There has been a proposal to also remove the area control procedural (ACP) rating or to at least reduce the training for it, so that ACP would become an 'add-on' to the area control surveillance (ACS) rating. However, the results of the survey conducted by EASA on the use of ratings and rating endorsements (see Section 2.1) and the individual consultation with parties concerned showed that there are still some Member States using the ACP rating currently.

EASA wishes therefore to ask stakeholders, whether the full ACP rating will still be needed in 2023 and beyond. Stakeholders are invited to indicate their preferred option, to maintain the ACP syllabus or to abandon it and introduce a contingency module, or alternatively to propose another suitable and justified solution to the above issue. For any of the proposed solutions, stakeholders are invited to provide justification elements on the possible safety, social, economic and other relevant impact of the option chosen.

Question 1

Do you think the full ACP rating will still be needed in 2023 and beyond? If yes, do you think the ACP training course could be reduced to a procedural add-on module to the ACS course? Alternatively, do you have another suitable and justified solution to the above issue? Please also provide justification elements on the possible safety, social, economic and other relevant impact of the solution/option suggested.

2.4.1.2 Air traffic controller rating endorsements

Several rating endorsements are proposed to be removed. For aerodrome control, this concerns the removal of AIR and GMC rating endorsements, the use of which was not appropriately applied in practice. The rating survey and the results of the standardisation inspections have revealed that there is a very limited number of ADI rating holders whose privileges are limited to only AIR or GMC. This has led to situations where AIR and GMC rating endorsements are used without any actual need for them. Those rating endorsements, and consequently also the tower control (TWR rating endorsement, are therefore proposed to be removed and the privileges to be included in the ADC rating privileges. The possible limitation in the exercise of the privileges of the ADC rating to AIR or GMC is proposed to be indicated in the unit endorsement.

The group of focal points expressed some concerns on the use of the word 'limitation' to air control or ground control, seeing this as a limitation of the rating i.e. the new ADC, previously ADI. It therefore needs to be explained that the word 'limitation' is used to highlight the limitations to exercise the privileges of the unit endorsement in relation to the ADC rating. As explained above, the ADC course contains the training for all former rating endorsements AIR, GMC and TWR, and the privileges are included in the ADC rating privileges.



Additional comments addressed the identification of AIR or GMC as limitation in case of the expiry of the unit endorsement and following an exchange of licence. EASA considers however that this is covered by the current requirements on record-keeping and on the exchange of information between competent authorities.

The ground movement surveillance (GMS) and aerodrome radar (RAD) rating endorsements are proposed to be merged into one rating endorsement that is called ‘aerodrome control surveillance’ (SUR). The use of the SUR rating endorsement is further specified in AMC1 ATCO.B.015(a) referring to the provisions of the ATM/ANS Regulation¹⁰ on functions of ATS surveillance systems in the aerodrome control service and on use of surveillance movement equipment.

The terminal control (TCL) rating endorsement, attached to either the approach control surveillance (APS) or the ACS rating, is proposed to be removed. In accordance with the standardisation feedback, the use of this rating endorsement is unit-specific and it does therefore not make sense to have it as a mutually recognised rating endorsement. If there is a need to specifically indicate the competence of the licence holder to provide terminal control, this can be done by the inclusion of TCL privileges in the unit endorsement.

The SRA rating endorsement is proposed to be removed. At the same time, however, an AMC referring to ICAO Annex 1 provisions is proposed, which is setting training requirements for cases where the APS rating privileges include surveillance radar approach duties.

No changes are proposed for the PAR rating endorsement as precision approach services are still provided in some Member States and because it is a rating in the ICAO system. The same applies for the oceanic (OCN) rating endorsement, as the Member States using it currently have expressed a need to maintain it. It seems however that the PAR rating endorsement is only used in rare cases where services are provided to military aircraft by civil ATCOs and the rating endorsement is becoming obsolete. EASA wishes therefore to query stakeholders whether a PAR rating endorsement will still be needed in 2023 and beyond, and whether a further reduction of rating endorsements, i.e. OCN and the proposed SUR, is appropriate.

Question 2

Do you anticipate that ground-controlled precision approaches will still be provided by civil ATCOs in 2023 and beyond, thus creating a need for the PAR rating endorsement? Alternatively, do you have another suitable and justified solution to the above issue? Please also provide justification elements on the possible safety, social, economic and other relevant impact of the solution/option suggested.

2.4.2. Facilitate the mobility of instructors, assessors and student air traffic controllers

ATCOs are currently required to exchange their licence if they are to exercise the privileges of the licence in a Member State for which the competent authority is not the one that issued the licence. This causes unnecessary administrative burden in cases of freelance instructors and assessors working for different initial training organisations. The same applies for student ATCOs and ATCOs undergoing

¹⁰ Commission Implementing Regulation (EU) 2017/373 of 1 March 2017 laying down common requirements for providers of air traffic management/air navigation services and other air traffic management network functions and their oversight, repealing Regulation (EC) No 482/2008, Implementing Regulations (EU) No 1034/2011, (EU) No 1035/2011 and (EU) 2016/1377 and amending Regulation (EU) No 677/2011 (OJ L 62, 8.3.2017, p. 1) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32017R0373&qid=1620638978779>).

unit training, for whom the step of exchanging the licence before the issue of a new unit endorsement does not bring any added value.

It is therefore proposed that the requirement to exchange the licence/to change competent authority is limited to cases where the licence holder is exercising the privileges of a unit endorsement, i.e. exchange is not required when only synthetic training device instructor or assessor privileges, or privileges of a student ATCO licence, are exercised. The competent authorities are expected to exchange information with each other on possible non-compliances related to ATCOs exercising the privileges of the licence in a Member State other than the one that issued the licence.

2.4.3. Facilitate the licensing of ATCOs in cases of dynamic cross-border sectorisation

There are projects introducing dynamic cross-border sectorisation, for example, between the Finnish and Estonian FIRs (FINEST), aimed at qualifying all ATCOs for all sectors within both FIRs and thus enabling a more flexible resource management. EASA is of the opinion that the current rule is flexible enough to allow such multiple qualification; as the use of the ICAO location indicator in the unit endorsement has been identified as one of the potential problem areas, GM is proposed to clarify which ATS unit the ICAO location indicator should refer to.

The proposal is that the ICAO location indicator should indicate the unit that manages the ATCO's competence maintenance. The sectors, airspace or working positions, where the ATCO is competent to provide services, can be further specified in the unit endorsement by using other abbreviations. This clarification should help ANSPs and competent authorities regarding licensing aspects when establishing dynamic cross-border sectorisation or virtual centres.

2.4.4. Update the initial training requirements

At the time of publication of the initial issue of the AMC & GM to the ATCO Regulation in 2015, EASA was already aware of the need for continuous maintenance of the ATCO initial training requirements.

As agreed between EUROCONTROL and EASA, this update has been accomplished in two phases. Phase I affected only AMC and GM that were delivered in 2019 and published after having applied the accelerated rulemaking procedure¹¹. Phase II, included in this NPA, has resulted in more substantial changes that require amendment of topics and subtopics in the implementing rule, in addition to amendments to AMC and GM, and the execution of the standard rulemaking procedure.

The initial training amendment proposals concern removal of the subject objectives, editorial changes, objective relocation, objective corpus or/and content change, merging/branching of objectives, introduction of new objective(s) and removal of any obsolete/unnecessary objective(s). In this phase of the update, the amendments also include the modification of topics and subtopics, where necessary.

The ATCO CCC Task Force (TF), referred to in Section 1.1, processed more than 500 change requests initiated by its member organisations, as well as by EASA, EUROCONTROL or originating directly from the TF members. The TF classified the received comments according to an earlier established methodology in the following way:

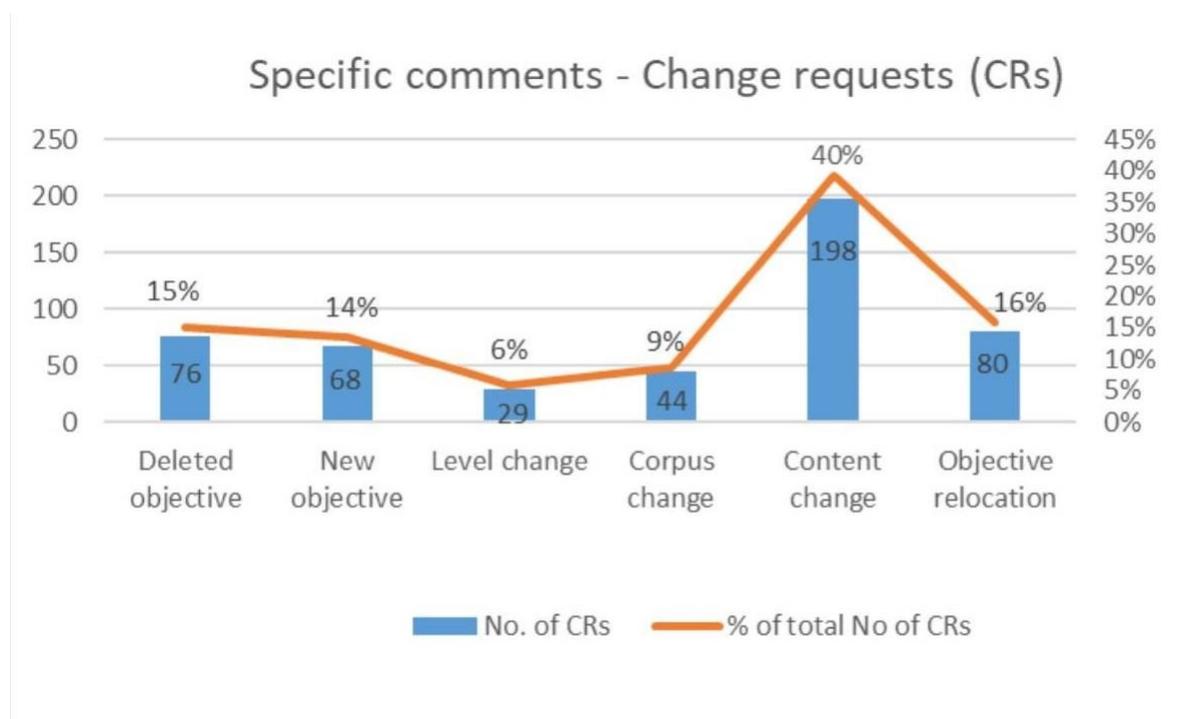
General CRs (change requests) are comments that concern the implementation of the ATCO training provisions in a general manner and/or do not refer to any specific subject/topic/subtopic or objective

¹¹ <https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2019023r>

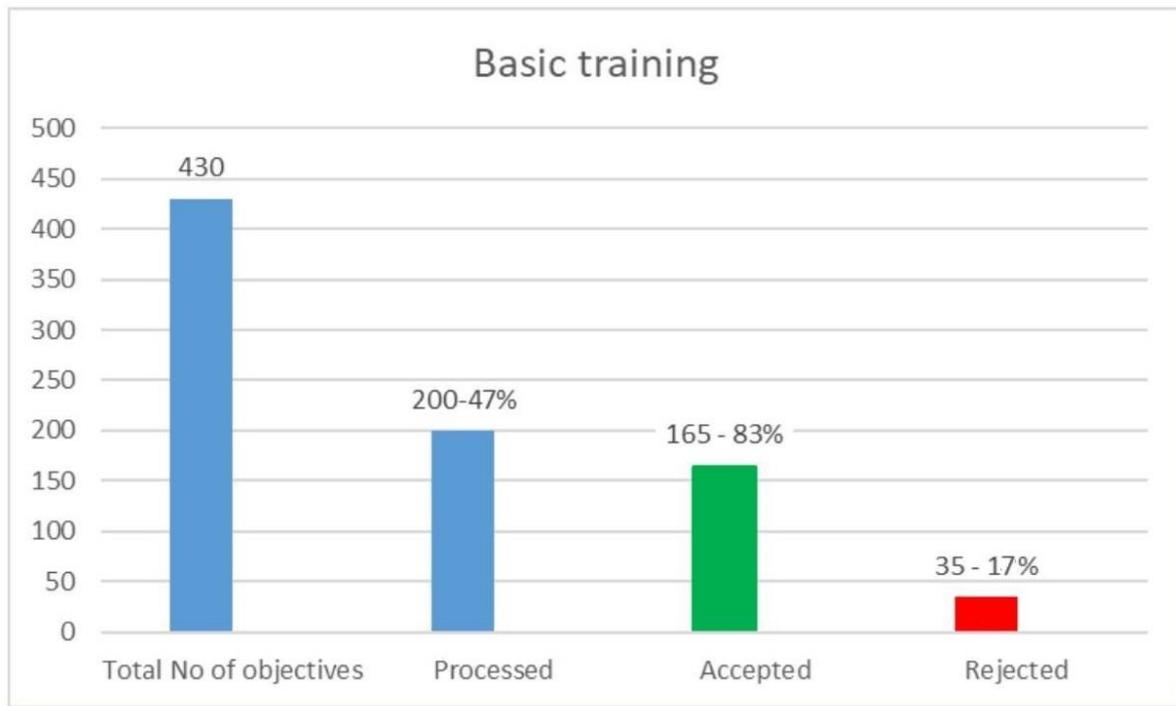
of the published ATCO initial training content. The TF processed in total 14 (2,5 %) general CRs and provided proposals for the half of that number. The remaining CRs were considered not being in the remit of the TF. The examples of accepted general CRs include removal of subject objectives and better explanation of optional content.

Specific CRs are editorial comments, objective relocation, objective corpus or/and content change, merging/branching of objectives, introduction of (a) new objective(s) and removal of any obsolete/unnecessary objective(s). In this phase of the update, the specific CRs also included the modification of topics and subtopics where it was necessary. The one third of all processed specific CRs (in total 512) concerned the objectives’ content change (166) and mostly the regulatory updates. The ratio of deleted (15 %) and new objectives (14 %) contributes to a slight reduction of objectives mostly in the Basic training.

Here is an overview of all specific change requests processed:

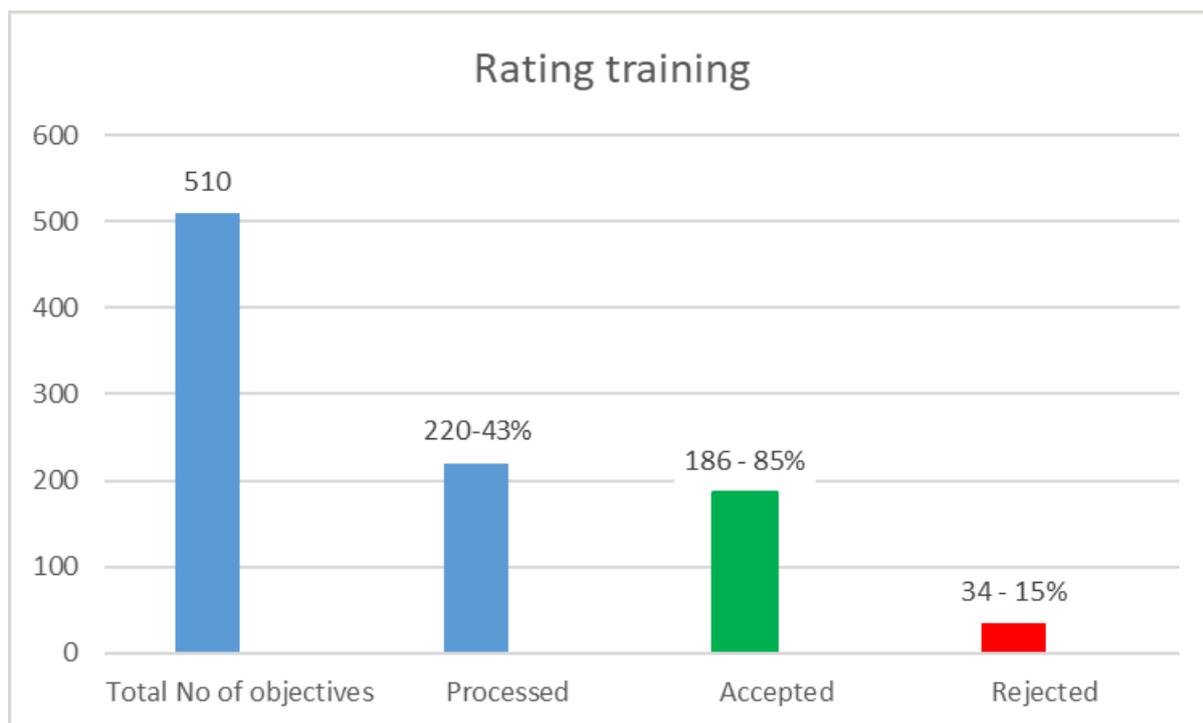


The following is an overview of the same comments — this time classified as per their relation to Basic and Rating training. For Basic training, the TF processed 200 comments that makes 47 % of total number of Basic training objectives and accepted the vast majority of the change requests (83 % of processed CRs). Most of the changes, though, were regulatory updates related to the transposition of ICAO provisions (Annex 11, Annex 15, Doc 4444) into the respective EU Regulations, i.e. ATM/ANS Regulation as amended.



In summary, the TF anticipates that the introduced changes (4 % reduction of Basic training objectives and downgrading to a lower taxonomy level) will contribute to a slight reduction of the duration of the Basic training.

For Rating training, the TF processed 220 comments that makes 43 % of the total number of Rating training objectives and accepted the vast majority of the change requests (85 % of processed CRs). As for Basic training, most of the changes in the Rating training were regulatory updates and improved the wording used. The most affected subjects in the Rating training are Air Traffic Management, Human Factors and Navigation. In this context, the TF also completely restructured the Human factors subject both in Basic and Rating training to align it with the applicable ICAO requirements. In addition, the TF decided to move some objectives to later stages of ATCO training, as they were seen to be more suitable for unit training.



Similarly to the update performed in 2019, most of the comments processed concerned the updates of training objectives in the AMC. However, the TF also proposed the introduction of some changes to topics and subtopics in the ATCO Regulation. The IR level changes concerning initial training content are indicated in the amended Appendices 2-7 to Annex I (p. 56 onwards).

2.4.5. Align with other EU regulations and ICAO SARPs, correct errors and improve clarity

Amendments are proposed to the requirements for competent authorities (Part ATCO.AR) and for ATCO training organisations (Part ATCO.OR) to align those with similar provisions in the ATM/ANS Regulation and the related AMC and GM. These include, for example, provisions relating to change management and finding classification. Furthermore, the implementation feedback received from the EASA Advisory Bodies and the outcome of the standardisation inspections have led to the improvement of the text on the mutual exchange of the necessary information with other competent authorities concerned to address the 'relevant findings' instead of 'all findings', which was the initial intent of the provision.

Besides, EASA has received several queries from the competent authorities on the recognition of approval of method of assessment of language proficiency, which have led to following the approach already taken in the Aircrew Regulation. This shall clarify the intent of the rule, being that a certificate demonstrating the language proficiency of the applicant should be mutually recognised if the method of assessment is approved by any (other) competent authority.

Furthermore, the alignment of the implementing rules and AMC & GM with ICAO SARPs is explained in Section 2.1.

Lastly, the proposal also includes some corrections of erroneous text and references, as well as other editorial changes in order to indicate the intention of the rule more clearly.

2.5. What are the expected benefits and drawbacks of the proposal

Reaching the specific objectives of the proposal will positively contribute to responding to the recommendations of the Wise Persons Group, when calling for the revision of the current requirements governing ATCO licensing and training. The simplified qualification system will enable the application of more harmonised European training standards and reduce fragmentation. EASA considers that this is an important step towards allowing more flexibility in the use of the ATCO resources.

The simplification of the rating and rating endorsement system will also bring administrative benefits. The reduction of the number of ratings from six to five and of the number of rating endorsements from nine to three should lead to streamlined training courses and easier licence administration, and it will enhance consistency with ICAO SARPs.

The removal of the ADV rating unites the categories of aerodrome controllers. The major part of the responses received on the Rating survey (see Section 1.1) supported the removal of the ADV rating. The survey also revealed that ADV was used only in three Member States as a stand-alone rating. The competent authorities of each of these States were contacted and all of them gave their consent to the removal. ATCO training organisations will benefit from the easier management of one single aerodrome control course in which the former ADV and ADI courses have been merged.

The use of AIR and GMC rating endorsements should have been limited to those ATCOs who are only competent to provide either air control or ground movement control. The TWR endorsement includes the privileges of the AIR and GMC endorsements. However, the results of the rating survey and the standardisation inspections show that in many cases a combination of all endorsements AIR, GMC and TWR is used, thus not indicating any specific privileges. Removing these ‘artificially used’ rating endorsements will create a leaner qualification system. Removal of these rating endorsements does not have any effect on the initial training as training for these rating endorsements is included in the aerodrome rating training course. Those individual service providers that choose to qualify their ATCOs only for air control or ground movement control at the unit training phase can continue to do so and indicate the limitation of the privileges by the use of the unit endorsement instead of a rating endorsement.

The proposed merging of GMS and RAD rating endorsements into one new rating endorsement called SUR corrects the identified deficiency in the regulation not enabling a holder of AIR and RAD endorsements to use aerodrome surface movement guidance systems. During the standardisation inspections several findings have been used on the incorrect use of the RAD rating endorsement. This situation should be improved by the introduction of the AMC clarifying the use and privileges of the SUR rating endorsement holder.

Likewise, EASA is proposing the removal of the SRA endorsement as a step towards a leaner rating system and to align with the ICAO SARPs.

The changes in the rating and rating endorsement system will require the competent authorities to convert the privileges of the holders of removed or changed ratings and rating endorsements and to update their licensing software. The training organisations and the ANSPs will have to update their training plans and unit competence schemes. Those changes do not constitute major impact on the affected stakeholders.

As for the other changes, the expected benefits of the proposal are summarised below:



-
- Training organisations will benefit from:
 - potential employment shortage being handled more easily thanks to the higher mobility of synthetic training device instructors and assessors facilitated by the amended rules
 - the alignment of the initial training content with the currently applicable legal framework
 - the potential enhancement of the efficiency of training resources due to establishing, making available and maintaining one rating training course less than before
 - the increased flexibility in the availability of the instructors and assessors due to less workload

 - ANPSs will benefit from:
 - potential employment shortage being handled more easily thanks to the higher mobility of student ATCOs facilitated by the amended rules
 - synergies of these rules with the ATM/ANS rules

 - Competent authorities will benefit from:
 - the easier licence administration
 - the alignment of the requirements with those applicable in other aviation domains, where applicable
 - synergies of these rules with the ATM/ANS rules

 - ATCOs will benefit from:
 - the enhanced mobility options due to flexible rules on the exchange of licence

Considering that this proposal would not have major impacts and/or controversial items, a brief analysis of the main benefits and drawbacks has been included in this section and no detailed impact assessment (IA) has been performed, in accordance with the proportionality principle.

This analysis might be updated with the potential input received further to the consultation, including feedback on Questions 1 and 2 in Sections 2.4.1.1 and 2.4.1.2.



3. Proposed amendments and rationale in detail

The text of the amendment is arranged to show deleted, new or amended, and unchanged text as follows:

- deleted text is ~~struck through~~;
- new or amended text is highlighted in **blue**;
- an ellipsis '[...]' indicates that the rest of the text is unchanged.

As appropriate, a **rationale** for the proposed amendments is provided below after each subject. Editorial changes, including changes in the numbering and simple self-explanatory clarifications are not always individually addressed. The same applies to references to the repealed Regulation (EC) No 216/2008, which have been replaced by references to Regulation (EU) 2018/1139.

Article 1 Subject matter and scope

[...]

2. This Regulation shall apply to:

- (a) student air traffic controllers and air traffic controllers exercising their functions within the scope of Regulation ~~(EC) No 216/2008~~ **(EU) 2018/1139**;
- (b) persons and organisations involved in the licensing, training, testing, checking and medical examination and assessment of applicants in accordance with this Regulation.

Article 3 Provision of air traffic control services

Air traffic control services shall only be provided by air traffic controllers qualified and licensed in accordance with this Regulation.

~~2. Subject to Article 1(3) of Regulation (EC) No 216/2008, Member States shall, as far as practicable, ensure that services provided or made available by military personnel to the public referred to in Article 1(2)(c) of that Regulation offer a level of safety that is at least equivalent to the level required by the essential requirements as defined in Annex Vb to that Regulation.~~

~~3. Member States may apply this Regulation to their military personnel providing services to the public.~~

Rationale — Article 3

Paragraphs 2 and 3 of Article 3 have been removed because the issue is already addressed in a higher-level Regulation (Regulation (EU) 2018/1139).



Article 4 Definitions

For the purposes of this Regulation, the following definitions shall apply:

- (1) 'abnormal situation' means circumstances, including degraded situations, which are neither routinely nor commonly experienced and for which an air traffic controller has not developed automatic skills;
- (2) 'acceptable means of compliance (AMC)' means non-binding standards adopted by the Agency to illustrate means by which to establish compliance with Regulation ~~(EC) No 216/2008~~ (EU) 2018/1139 and its ~~delegated and implementing acts~~ implementing rules;
- (3) 'air traffic control (ATC) service' means a service provided for the purpose of:
 - (a) preventing collisions:
 - between aircraft, and
 - in the manoeuvring area between aircraft and obstructions; and
 - (b) expediting and maintaining an orderly flow of air traffic;
- (4) 'air traffic control (ATC) unit' means a generic term meaning variously, area control centre, approach control unit or aerodrome control tower;
- (5) 'alternative means of compliance' means an alternative to an existing AMC or a new means to establish compliance with Regulation ~~(EC) No 216/2008~~ (EU) 2018/1139 and its ~~delegated and implementing acts~~ implementing rules for which no associated AMC have been adopted by the Agency;
- (6) 'assessment' means an evaluation of the practical skills leading to the issue of the licence, rating and/or endorsement(s) and their revalidation and/or renewal, including behaviour and the practical application of knowledge and understanding being demonstrated by the person being assessed;
- (7) 'assessor endorsement' means the authorisation entered on and forming part of the licence, indicating the competence of the holder to assess the practical skills of student air traffic controller and air traffic controller;
- (8) 'critical incident stress' means the manifestation of unusual and/or extreme emotional, physical and/or behavioural reactions in an individual following an unexpected event, an accident, an incident or serious incident;
- (9) 'emergency situation' means a serious and dangerous situation requiring immediate actions;
- (10) 'examination' means a formalised test evaluating the person's knowledge and understanding;
- (11) 'guidance material (GM)' means non-binding material developed by the Agency that helps to illustrate the meaning of a requirement or specification and is used to support the interpretation of Regulation ~~(EC) No 216/2008~~ (EU) 2018/1139, its ~~delegated and implementing acts~~ implementing rules and AMC;
- (12) 'ICAO location indicator' means the four-letter code group formulated in accordance with the rules prescribed by ICAO in its manual 'DOC 7910' in its latest updated version and assigned to the location of an aeronautical fixed station;



- (13) 'language proficiency endorsement' means the statement entered on and forming part of a licence, indicating the language proficiency of the holder;
- (14) 'licence' means a document issued and endorsed in accordance with this Regulation and entitling its lawful holder to exercise the privileges of the ratings and endorsements contained therein;
- (15) 'licence endorsement' means the authorisation entered on and forming part of the licence indicating a specific qualification of the licence holder;
- (156) 'on-the-job training instruction' means the phase of unit training during which previously acquired job-related routines and skills are integrated in practice under the supervision of a qualified on-the-job training instructor in a live traffic situation;
- (167) 'on-the-job training instructor (OJTI) endorsement' means the authorisation entered on and forming part of a licence, indicating the competence of the holder to give on-the-job training instruction and instruction on synthetic training devices;
- (178) 'part-task trainer (PTT)' means a synthetic training device to provide training for specific and selected operational tasks without requiring the learner to practise all of the tasks which are normally associated with a fully operational environment;
- (189) 'performance objective' means a clear and unambiguous statement of the performance expected of the person undertaking the training, the conditions under which the performance takes place and the standards that the person undertaking training should meet;
- (1920) 'provisional inability' means a temporary state in which the licence holder is prevented from exercising the privileges of the licence when ratings, endorsements and ~~his/her~~ his or her medical certificate are valid;
- (201) 'psychoactive substance' means alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psychostimulants, hallucinogens, and volatile solvents, whereas caffeine and tobacco are excluded;
- (22) 'rating' means the authorisation entered on or associated with a licence and forming part thereof, stating special conditions, privileges or limitations pertaining to such licence;
- (243) 'rating endorsement' means the authorisation entered on and forming part of a licence, indicating the specific conditions, privileges or limitations pertaining to the relevant rating;
- (224) 'renewal' means the administrative act taken after a rating, endorsement or certificate has expired that renew the privileges of the rating, endorsement or certificate for a further specified period subject to the fulfilment of specified requirements;
- (235) 'revalidation' means the administrative act taken within the period of validity of a rating, endorsement or certificate that allows the holder to continue to exercise the privileges of a rating, endorsement or certificate for a further specified period subject to the fulfilment of specified requirements;
- (246) 'sector' means a part of a control area and/or part of a flight information region or upper region;

- (257) 'simulator' means a synthetic training device that presents the important features of the real operational environment and reproduces the operational conditions under which the person undertaking training can practice real-time tasks directly;
- (268) 'synthetic training device' means any type of device by which operational conditions are simulated, including simulators and part-task trainers;
- (279) 'synthetic training device instructor (STDI) endorsement' means the authorisation entered on and forming part of a licence, indicating the competence of the holder to give instruction on synthetic training devices;
- (2830) 'training course' means theoretical and/or practical instruction developed within a structured framework and delivered within a defined duration;
- (2931) 'training organisation' means an organisation which has been certified by the competent authority to provide one or more types of training;
- (302) 'unit endorsement' means the authorisation entered on and forming part of a licence, indicating the ICAO location indicator and the sector, group of sectors or working positions where the licence holder is competent to work;
- (313) 'validation' means a process by which, through the successful completion of a unit endorsement course associated ~~to~~ with a rating or a rating endorsement, the holder may start exercising the privileges of that rating or rating endorsement.

GM1 Article 4(32) Definitions

ICAO LOCATION INDICATOR

The ICAO location indicator used in the unit endorsement should identify the ATS unit managing the air traffic controller competence maintenance.

Rationale — Article 4 and GM1 Article 4(32)

New definitions have been introduced:

- 'Licence endorsement', to clarify the amended text in ATCO.A.015(a)
- 'Rating', because the term was not defined in this Regulation before as it was defined in the previous Basic Regulation (Regulation (EC) No 216/2008). The new Basic Regulation (Regulation (EU) 2018/1139) does not however contain the definition. The proposed wording is identical to that of the ICAO Annex 1 definition and to the one that was used in Regulation (EU) No 805/2011¹².

New GM has been added to facilitate the selection of the ICAO location indicator in the unit endorsement in cases of dynamic cross-border sectorisation.

¹² Commission Regulation (EU) No 805/2011 of 10 August 2011 laying down detailed rules for air traffic controllers' licences and certain certificates pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 206, 11.8.2011, p. 21) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32011R0805&qid=1620649204063>).

Article 7 Transitional provisions

1. Licences, ratings and endorsements issued in accordance with the relevant provisions of national legislation based on Directive 2006/23/EC and licences, ratings and endorsements issued in accordance with Regulation (EU) No 805/2011 shall be deemed to have been issued in accordance with this Regulation.
- ~~2. The Area Control Procedural (ACP) rating with the Oceanic Control (OCN) rating endorsement issued on the basis of national rules based on Article 31(1) of Regulation (EU) No 805/2011 shall be deemed to have been issued in accordance with this Regulation.~~
- ~~3. Medical certificates and certificates for training organisations, aero-medical examiners and aero-medical centres, approvals of unit competence schemes and training plans issued in accordance with the relevant provisions of national legislation based on Directive 2006/23/EC in accordance with Regulation (EU) No 805/2011 shall be deemed to have been issued in accordance with this Regulation.~~
2. Holders of the Aerodrome Control Visual (ADV) rating, who do not hold an Aerodrome Control Instrument (ADI) rating, shall continue to be authorised to provide air traffic control service to aerodrome traffic at an aerodrome that has no published instrument approach or departure procedures, provided that the validity of such rating is maintained.

GM1 Article 7(2) Transitional provisions

PRIVILEGES OF HOLDERS OF AERODROME CONTROL VISUAL RATING

Air traffic controllers who have obtained the Aerodrome Control Visual (ADV) rating at an aerodrome that will publish instrument approach and departure procedures, or air traffic controllers moving to an aerodrome with published instrument approach and departure procedures, should undergo a specific rating training in a certified initial training organisation to acquire competence equivalent to Aerodrome Control (ADC) rating. For such air traffic controllers, the licence will contain the ADC rating after the successful completion of the specific rating training.

Rationale — Article 7 and GM1 Article 7(2)

Paragraphs 2. and 3. have been removed as obsolete.

A new paragraph has been added to explain the privileges of holders of ADV rating after the proposed removal of the ADV rating.

The new GM further clarifies what is the expected training for holders of the ADV rating wishing to move to an environment with published instrument procedures.

Question 3

With reference to Article 7(1) and considering that the records are to be kept for 5 years, do you consider it would still be necessary and possible, by the time of the applicability of the amendment, to recognise licences issued in accordance with the relevant provisions of national legislation based



on Directive 2006/23/EC and licences, ratings and endorsements issued in accordance with Regulation (EU) No 805/2011, or could paragraph 1. be deleted?

Article 8 ~~Replacement of licences, adaptations~~ Conversion and inclusion of privileges, ~~training courses and unit competence schemes~~

1. The competent authorities shall convert the privileges of holders of the Aerodrome Control Instrument (ADI) rating issued before dd.mm.yyyy (date of applicability) into the privileges of the Aerodrome Control (ADC) rating upon revalidation or renewal of the unit endorsement, but no later than dd.mm.yyyy (date of applicability + 3 years).
 2. The privileges of the Air Control (AIR), Ground Movement Control (GMC) and Tower Control (TWR) rating endorsements issued before dd.mm.yyyy (date of entry applicability) are included in the privileges of an Aerodrome Control (ADC) rating. If the exercise of the privileges of the holder is limited to air control or ground control only, this shall be indicated in the unit endorsement, in accordance with ATCO.B.020(b), upon revalidation or renewal of the unit endorsement, but no later than dd.mm.yyyy (date of applicability + 3 years).
 3. The competent authorities shall convert the privileges of holders of the Ground Movement Surveillance (GMS) rating endorsement issued before dd.mm.yyyy (date of applicability) into the privileges of the Aerodrome Control Surveillance (SUR) rating endorsement upon revalidation or renewal of the unit endorsement, but no later than dd.mm.yyyy (date of applicability + 3 years).
 4. The competent authorities shall convert the privileges of holders of the Aerodrome Radar Control (RAD) rating endorsement issued before dd.mm.yyyy (date of applicability) into the privileges of the Aerodrome Control Surveillance (SUR) rating endorsement upon revalidation or renewal of the unit endorsement, but no later than dd.mm.yyyy (date applicability + 3 years).
 5. The privileges of the Terminal Control (TCL) rating endorsement issued before dd.mm.yyyy (date of applicability) are included in the privileges of the Approach Control Surveillance (APS) rating and Area Control Surveillance (ACS) rating.
 6. The privileges of the Surveillance Radar Approach (SRA) rating endorsement may be included in the privileges of an Approach Control Surveillance (APS) rating.
1. ~~Member States shall replace the licences referred to in Article 7(1) with licences complying with the format laid down in Appendix 1 of Annex II to this Regulation by 31 December 2015, or 31 December 2016, when the Member State makes use of the derogation in Article 11(2), at the latest.~~
 2. ~~Member States shall replace the certificates for air traffic controller training organisations referred to in Article 7(3) with certificates complying with the format laid down in Appendix 2 of Annex II to this Regulation by 31 December 2015, or 31 December 2016, when the Member State makes use of the derogation in Article 11(2), at the latest.~~
 3. ~~Member States shall replace the certificates for aero-medical examiners and the certificates for aero-medical centres referred to in Article 7(3) with certificates complying with the format laid~~



~~down in Appendices 3 and 4 of Annex II to this Regulation by 31 December 2015, or 31 December 2016, when the Member State makes use of the derogation in Article 11(2), at the latest.~~

- ~~4. The competent authorities shall convert the privileges of examiners and assessors for initial training pursuant to Article 20 of Commission Regulation (EU) No 805/2011 and of competence examiners and competence assessors for unit and continuation training approved by the competent authority pursuant to Article 24 of Regulation (EU) No 805/2011 into the privileges of an assessor endorsement pursuant to this Regulation, if appropriate, by 31 December 2015, or 31 December 2016, when the Member State makes use of the derogation in Article 11(2), at the latest.~~
- ~~5. The competent authorities may convert the privileges for national simulator or synthetic training device instructors into privileges for a synthetic training device instructor endorsement according to this Regulation, if appropriate, by 31 December 2015, or 31 December 2016, when the Member State makes use of the derogation in Article 11(2), at the latest.~~
- ~~6. Air navigation service providers shall adapt their unit competence schemes to comply with the requirements of this Regulation by 31 December 2015, or 31 December 2016, when the Member State makes use of the derogation in Article 11(2), at the latest.~~
- ~~7. Air traffic controller training organisations shall adapt their training plans to comply with the requirements of this Regulation by 31 December 2015, or 31 December 2016, when the Member State makes use of the derogation in Article 11(2), at the latest.~~
- ~~8. Certificates of completion of training courses that started prior to the application of this Regulation in accordance with Regulation (EU) No 805/2011 shall be accepted for the purpose of the issue of the relevant licences, ratings and endorsements in accordance with this Regulation provided that the training and the assessment have been completed by 30 June 2016, or 30 June 2017, when the Member State makes use of the derogation in Article 11(2), at the latest.~~

GM1 Article 8 Adaptation of privileges

ADAPTATION OF RATINGS AND RATING ENDORSEMENTS

The table below provides the explanations of possible combinations of ratings and rating endorsements resulting from the amendment of this Regulation. The explanations are related to the entries in the licence document template as provided in item XIIa, Appendix 1 to Annex II.

Possible combinations of ratings and rating endorsements that may be issued until dd.mm.yyyy (date of applicability)	Possible combinations of ratings and rating endorsements that may be issued after dd.mm.yyyy (date of applicability)	
Rating/Rating endorsement	Rating/Rating endorsement	Sector/Position
ADV	-	
ADI/AIR	ADC	AIR, when the exercise of the privileges is limited to air control only



ADI/AIR/RAD	ADC/SUR	AIR, when the exercise of the privileges is limited to air control only
ADI/GMC	ADC	GMC, when the exercise of the privileges is limited to ground control only
ADI/GMC/GMS	ADC/SUR	GMC, when the exercise of the privileges is limited to ground control only
ADI/TWR	ADC	
ADI/TWR/RAD	ADC/SUR	AIR or GMC, when the exercise of the privileges is limited to air or ground control only
ADI/TWR/GMS	ADC/SUR	GMC, when the exercise of the privileges is limited to ground control only
APP	APP	Sector/Position, if specified
APS	APS	Sector/Position, if specified
APS/PAR	APS/PAR	Sector/Position, if specified
APS/SRA	APS	Sector/Position, if specified
APS/TCL	APS	TCL, if specified, when services are provided to aircraft operating in a specified terminal area and/or adjacent sectors
ACP	ACP	Sector/Position, if specified
ACP/OCN	ACP/OCN	Sector/Position, if specified
ACS	ACS	Sector/Position, if specified
ACS/OCN	ACS/OCN	Sector/Position, if specified
ACS/TCL	ACS	TCL, if specified, when services are provided to aircraft operating in a specified terminal area and/or adjacent sectors

GM1 Article 8(1) Adaptation of privileges

AERODROME CONTROL INSTRUMENT RATING

The Aerodrome Control Instrument (ADI) rating, issued before dd.mm.yyyy (date of applicability), indicates that the licence holder is competent to provide an air traffic control service to aerodrome traffic at an aerodrome that has published instrument approach or departure procedures.



GM1 Article 8(2) Adaptation of privileges

AIR CONTROL RATING ENDORSEMENT

The Air Control (AIR) rating endorsement, issued before dd.mm.yyyy (date of applicability), indicates that the licence holder is competent to provide air control to traffic flying in the vicinity of an aerodrome and on the runway.

GM2 Article 8(2) Adaptation of privileges

GROUND MOVEMENT CONTROL RATING ENDORSEMENT

The Ground Movement Control (GMC) rating endorsement, issued before dd.mm.yyyy (date of applicability), indicates that the licence holder is competent to provide ground movement control.

GM3 Article 8(2) Adaptation of privileges

TOWER CONTROL RATING ENDORSEMENT

The Tower Control (TWR) rating endorsement, issued before dd.mm.yyyy (date of applicability), indicates that the licence holder is competent to provide aerodrome control service. The TWR rating endorsement includes the privileges of the AIR and GMC rating endorsements.

GM1 Article 8(3) Adaptation of privileges

GROUND MOVEMENT SURVEILLANCE RATING ENDORSEMENT

The Ground Movement Surveillance (GMS) rating endorsement, granted in addition to the GMC rating endorsement or TWT rating endorsement, issued before dd.mm.yyyy (date of applicability), indicates that the licence holder is competent to provide ground movement control with the help of aerodrome surface movement guidance systems.

GM1 Article 8(4) Adaptation of privileges

AERODROME RADAR CONTROL RATING ENDORSEMENT

The Aerodrome Radar Control (RAD) rating endorsement, granted in addition to the AIR rating endorsement or TWR rating endorsement, issued before dd.mm.yyyy (date of applicability), indicates that the licence holder is competent to provide aerodrome control with the help of surveillance radar equipment.

GM1 Article 8(5) Adaptation of privileges

TERMINAL CONTROL RATING ENDORSEMENT

The Terminal Control (TCL) rating endorsement, issued before dd.mm.yyyy (date of applicability), indicates that the licence holder is competent to provide air traffic control services with the use of any surveillance equipment to aircraft operating in a specified terminal area and/or adjacent sectors.



GM1 Article 8(6) Adaptation of privileges

SURVEILLANCE RADAR APPROACH RATING ENDORSEMENT

The Surveillance Radar Approach (SRA) rating endorsement, issued before dd.mm.yyyy (date of applicability), indicates that the licence holder is competent to provide ground-controlled non-precision approaches with the use of surveillance equipment to aircraft on the final approach to the runway.

Rationale — Article 8 and GM to Article 8

The old paragraphs 1.-8. have been removed as obsolete.

The new paragraphs 1.-6. have been introduced to explain how the privileges of the licence holders will be adapted and/or converted after the introduction of changes in the ratings and rating endorsements in ATCO.B.010 and ATCO.B.015.

A correlation table has been provided as GM indicating the possible combinations of ratings and rating endorsements before and after the amendment.

New GM has been provided on the ADV rating and each of the removed rating endorsements to explain what the privileges of these have included. This is because the former ratings and rating endorsements may remain as entries in the licence but are not anymore explained in ATCO.B.010 and ATCO.B.015.



ANNEX I (PART ATCO)

REQUIREMENTS FOR THE LICENSING OF AIR TRAFFIC CONTROLLERS

SUBPART A — GENERAL REQUIREMENTS

ATCO.A.010 ~~Exchange of licences~~ Change of competent authority

- (a) If the licence holder is to exercise the privileges of the licence in a Member State for which the competent authority is not the one that issued the licence, the licence holder shall ~~submit an application to exchange his/her licence for a licence issued by~~ request for a change of competent authority to the competent authority of the Member State where the privileges are to be exercised in accordance with the procedure established by this authority, except where otherwise foreseen in agreements concluded among the Member States. For this purpose, the authorities involved shall share all the relevant information needed to carry out the change of competent authority and licence exchange according to the procedures referred to in ATCO.AR.B.001(c) and ATCO.AR.D.003.
- (b) Notwithstanding point (a), a change of the competent authority is not required when only synthetic training device instructor or assessor privileges, or privileges of a student air traffic controller licence, are exercised.
- (bc) For the purposes of ~~the exchange and for~~ exercising the privileges of the licence in a Member State other than that in which the licence was issued, the licence holder must fulfil the language proficiency requirements referred to in ATCO.B.030 established by the respective Member State.
- ~~(c) The new licence shall include ratings, rating endorsements, licence endorsements and all valid unit endorsements in the licence, including the date of their first issue and expiry, if applicable.~~
- ~~(d) Following the receipt of the new licence, the licence holder shall submit an application referred to in ATCO.A.005 together with his/her air traffic controller licence in order to get new ratings, rating endorsements, licence endorsements or unit endorsements.~~
- ~~(e) Following the exchange, the previously issued licence shall be returned to the authority that issued it.~~

GM1 ATCO.A.010 ~~Exchange of licences~~ Change of competent authority

RECOGNITION OF LICENCES AND CERTIFICATES

In accordance with Article ~~11~~ 67 of Regulation ~~(EC) No 216/2008~~ (EU) 2018/1139, Member States shall recognise:

- (a) air traffic controller and student air traffic controller licences, including their ratings, rating endorsements, on-the-job training instructor (OJTI), synthetic training device instructor (STDI) and assessor endorsements, as well as language proficiency endorsements and associated medical certificates issued by other Member States in accordance with this Regulation;



- (b) certificates of air traffic controller training organisations, aero-medical examiners and aero-medical centres issued by other Member States in accordance with this Regulation; and
- (c) certificates of completion of training courses issued by training organisations approved by other Member States leading to the grant of the ratings, endorsements and/or the student air traffic controller licence referred to in **point paragraph** (a).

GM1 ATCO.A.010(a) — Exchange of licences

EXERCISE OF PRIVILEGES OF THE LICENCE IN A DIFFERENT MEMBER STATE

- ~~(a) — Licences should only be exchanged in cases there is certainty that the licence holder is going to exercise the privileges of the licence in a different Member State other than that in which the licence was issued.~~
- ~~(b) — For this purpose, and with the intention of preventing unnecessary administrative burden, the competent authorities may require the licence holder, together with the application for exchange, to prove that he/she is going to receive unit training by an approved training organisation that truly permits him/her to exercise the privileges of the licence in that Member State.~~

GM21 ATCO.A.010(a) ~~Exchange of licences~~ Change of competent authority

EXERCISE OF PRIVILEGES OF THE LICENCE IN TWO OR MORE MEMBER STATES

In cases where privileges are exercised in two or more Member States, the agreement concluded amongst the Member States concerned should define the allocation of tasks and the responsibilities related to licensing.

Rationale — ATCO.A.010 and GM to ATCO.A.010

The provisions relating to exchange of licence in ATCO.A.010 have been changed to facilitate the free movement of instructors and assessors, as they are not any more required to exchange their licence when exercising instructor or assessor privileges in a Member State other than the one that issued the licence, provided that they are not at the same time exercising the privileges of a unit endorsement. Similar provisions apply also for exercising student ATCO privileges, i.e. an exchange of licence is not required before the issue of a new unit endorsement in the receiving Member State.

The name of the process of exchanging the licence has been changed to ‘change of competent authority’ in order to align with the aircrew domain, and the need for a transfer of medical records to the receiving competent authority has been clarified. Further amendments related to the process are introduced in the requirements for competent authorities (PART ATCO.AR Subpart D).



ATCO.A.015 Exercise of the privileges of licences and provisional inability

- (a) The exercise of the privileges granted by a licence shall be dependent on the ratings and rating endorsements, validity of the ratings, unit and licence endorsements, and, where applicable, of the medical certificate.
- (b) Licence holders shall not exercise the privileges of their licence when having doubts of being able to safely exercise the privileges of the licence and shall in such cases immediately notify the relevant air navigation service provider of the provisional inability to exercise the privileges of their licence.
- (c) Air navigation service providers may declare the provisional inability of the licence holder if they become aware of any doubt concerning the ability of the licence holder to safely exercise the privileges of the licence.
- (d) Air navigation service providers shall develop and implement objective, transparent and non-discriminatory procedures to enable licence holders declaring provisional inability to exercise the privileges of their licence in accordance with point (b), to declare the provisional inability of the licence holder in accordance with point (c), ~~to manage the operational impact of provisional inability cases~~ and to inform the competent authority as defined in that procedure.
- (e) The procedures referred to in point (d) shall be included in the unit competence scheme according to ATCO.B.025(a)(13).

GM1 ATCO.A.015(a) Exercise of the privileges of licences and provisional inability

MEDICAL CERTIFICATE

The medical certificate is not required when exercising instructor or assessor privileges in a synthetic training device environment.

GM1 ATCO.A.015(b) Exercise of the privileges of licences and provisional inability

GROUNDS FOR PROVISIONAL INABILITY

Examples of grounds for doubting the ability to safely exercise the privileges of the licence may be that the licence holder is:

- (a) under the influence of psychoactive substances;
- (b) unable ~~unfit~~ to perform the duties due to injury, fatigue, sickness, stress, including critical incident stress or other similar causes;
- (c) not meeting all the competence-related requirements set out in the unit competence scheme.



GM1 ATCO.A.015(b), (c) Exercise of the privileges of licenses and provisional inability

APPLICABILITY OF PROVISIONAL INABILITY

Provisional inability should only cover short periods of time with the aim of allowing the affected ATCO to consult the AME regarding the doubts about being able to safely exercise the privileges of the licence.

The provisional inability should only remain applicable until a medical review by an AME takes place.

GM1 ATCO.A.015(d) Exercise of the privileges of licences and provisional inability

PROCEDURES

The procedures developed and implemented to enable licence holders declaring provisional inability to exercise the privileges of their licence, ~~to manage the operational impact of provisional inability cases~~ and to inform the competent authority should include but are not limited to:

- (a) the processes to declare and terminate provisional inability;
- (b) an indicative list of cases when the competent authority shall be informed of the declaration or termination of the provisional inability; **and**
- (c) the processes to inform the competent authority; ~~and~~
- ~~(d) the mitigating measures to be implemented to ensure sufficient capacity and the continuity of the service.~~

Rationale — ATCO.A.015 and GM to ATCO.A.015

ATCO.A.015(a) has been amended to clarify that it is only the endorsements that have a defined validity period and to clearly indicate that a valid medical certificate is not required when a licence holder is exercising instructor or assessor privileges in a synthetic training device environment.

Secondly, the requirement for the ANSPs to manage the operational impact of provisional inability cases has been removed from (d), as it is not directly linked to the competence of the ATCOs but rather to the operational capacity and contingency plans of the ANSP.

The amendment expands the guidance material concerning the link between the status of provisional inability and the potential decrease in medical fitness making it clear that in case of doubts about the safe exercising of the duties, the ATCO should soonest consult his or her AME, whether or not the reason of the provisional inability may have an effect, even temporarily, on the validity of the medical certificate of the affected ATCO.

SUBPART B — LICENCES, RATINGS AND ENDORSEMENTS**ATCO.B.001 Student air traffic controller licence**

- (a) Holders of a student air traffic controller licence shall be authorised to provide air traffic control services in accordance with the rating(s) and rating endorsement(s) contained in their licence under the supervision of an on-the-job training instructor and to undertake training for **additional** rating endorsement(s) **and unit endorsement(s)**.
- (b) Applicants for the issue of a student air traffic controller licence shall:
- (1) be at least 18 years old;
 - (2) **within the 12 months preceding the application,** have successfully completed initial training at a training organisation satisfying the requirements laid down in Annex III (Part ATCO.OR) relevant to the rating, and if applicable, to the rating endorsement, as set out in Part ATCO, Subpart D, Section 2;
 - (3) hold a valid medical certificate;
 - (4) have demonstrated an adequate level of language proficiency in accordance with the requirements set out in ATCO.B.030.
- (c) The student air traffic controller licence shall contain the language **proficiency** endorsement(s) and at least one rating and, if applicable, one rating endorsement.
- (d) The holder of a student air traffic controller licence who has not started exercising the privileges of that licence within ~~one~~ **1** year from the date of its issue or has interrupted exercising those privileges for a period of more than ~~one~~ **1** year may only start or continue ~~unit~~ **on-the-job** training in that rating after an assessment of ~~his/her~~ **his or her** previous competence, conducted by a training organisation satisfying the requirements laid down in Annex III (Part ATCO.OR) and certified to provide initial training relevant to the rating, as to whether ~~he/she~~ **he or she** continues to satisfy the requirements relevant to that rating, and after satisfying any training requirements resulting from this assessment.



GM1 ATCO.B.001(d) Student air traffic controller licence

ASSESSMENT OF PREVIOUS COMPETENCE

The assessment of previous competence should include an evaluation of the practical skills demonstrated by the person being assessed as well as an evaluation of the person's knowledge and understanding.

ATCO.B.005 Air traffic controller licence

- (a) Holders of an air traffic controller licence shall be authorised to provide air traffic control services in accordance with the ratings and rating endorsements of their licence, and to exercise the privileges of the endorsements contained therein.
- (b) The privileges of an air traffic controller licence shall include the privileges of a student air traffic controller licence as set out in ATCO.B.001(a).
- (c) Applicants for the first issue of an air traffic controller licence shall:
 - (1) hold a student air traffic controller licence;
 - (2) 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;
 - (3) hold a valid medical certificate;
 - (4) have demonstrated an adequate level of language proficiency in accordance with the requirements set out in ATCO.B.030.
- (d) The air traffic controller licence shall be validated by the inclusion of one or more ratings and the relevant rating, unit and language proficiency endorsements for which the training was successful.
- (e) The holder of an air traffic controller licence who has not started exercising the privileges of any rating within ~~one~~ 1 year from the date of its issue may only start ~~unit~~ on-the-job training in that rating after an assessment of ~~his/her~~ his or her previous competence, conducted by a training organisation satisfying the requirements laid down in Annex III (Part ATCO.OR) and certified to provide initial training relevant to the rating, as to whether ~~he/she~~ he or she continues to satisfy the requirements relevant to that rating, and after satisfying any training requirements resulting from this assessment.

GM1 ATCO.B.005(e) Air traffic controller licence

ASSESSMENT OF PREVIOUS COMPETENCE

The assessment of previous competence should include an evaluation of the practical skills demonstrated by the person being assessed as well as an evaluation of the person's knowledge and understanding.

Rationale — ATCO.B.001, ATCO.B.005 and associated GM

In ATCO.B.001 (a) 'Unit endorsement(s)' has been added for clarification purposes.



A new requirement has been added in (b)(2) for the application for a student ATCO licence to be submitted within 12 months after successful completion of initial training. This is to align with the requirements for assessment of previous competence and also with similar timelines on the application for instructor and assessor endorsements.

In (d) it has been clarified that a student ATCO licence is required for on-the-job training and not necessarily for the transitional phase of unit training. Similar clarifications are included also in ATCO.B.005(e) and ATCO.B.010(b), and the prerequisites of unit training in ATCO.D.050 have been amended accordingly.

New GM on assessment of previous competence clarifies that the word 'assessment' is used here in its general meaning thus also including examination of theoretical knowledge.

ATCO.B.010 Air traffic controller ratings

(a) 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:

~~(1) the Aerodrome Control Visual (ADV) rating, indicating that the licence holder is competent to provide an air traffic control service to aerodrome traffic at an aerodrome that has no published instrument approach or departure procedures;~~

(2) the Aerodrome Control ~~Instrument (ADI)~~ (ADC) rating, indicating that the licence holder is competent to provide an air traffic control service to aerodrome traffic ~~at an aerodrome that has published instrument approach or departure procedures and shall be accompanied by at least one of the rating endorsements described in ATCO.B.015(a);~~

(3) the Approach Control Procedural (APP) rating, indicating that the licence holder is competent to provide an air traffic control service to arriving, departing or transiting aircraft without the use of surveillance equipment;

(4) the Approach Control Surveillance (APS) rating, indicating that the licence holder is competent to provide an air traffic control service to arriving, departing or transiting aircraft with the use of surveillance equipment;

(5) the Area Control Procedural (ACP) rating, indicating that the licence holder is competent to provide an air traffic control service to aircraft without the use of surveillance equipment;

(6) the Area Control Surveillance (ACS) rating, indicating that the licence holder is competent to provide an air traffic control service to aircraft with the use of surveillance equipment.

(b) The holder of a rating who has interrupted exercising the privileges associated with that rating for a period of ~~4~~ four or more immediately preceding consecutive years may only start ~~unit~~ on-the-job training in that rating after assessment of previous competence, conducted by a training organisation satisfying the requirements laid down in Annex III (Part ATCO.OR) and certified to provide ~~initial~~ initial 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 resulting from this assessment.



GM1 ATCO.B.010(a)(2);(3) Air traffic controller ratings**SURVEILLANCE FALL-BACK AND CONTINGENCY MEASURES**

The Approach Control Procedural (APP) rating is not required for holders of the Approach Control Surveillance (APS) rating when dealing with surveillance fall-back and contingency situations. However, with reference to ATCO.D.045(c)(3) and ATCO.D.080(b)(2), specific training related to the surveillance fall-back and contingency procedures should be included in the unit and refresher training to prepare air traffic controllers to deal with such situations.

GM1 ATCO.B.010(a)(4);(5) Air traffic controller ratings**SURVEILLANCE FALL-BACK AND CONTINGENCY MEASURES**

The Area Control Procedural (ACP) rating is not required for holders of the Area Control Surveillance (ACS) rating when dealing with surveillance fall-back and contingency situations. However, with reference to ATCO.D.045(c)(3) and ATCO.D.080(b)(2), specific training related to the surveillance fall-back and contingency procedures should be included in the unit and refresher training to prepare air traffic controllers to deal with such situations.

GM1 ATCO.B.010(b) Air traffic controller ratings**ASSESSMENT OF PREVIOUS COMPETENCE**

The assessment of previous competence should include an evaluation of the practical skills demonstrated by the person being assessed as well as an evaluation of the person's knowledge and understanding.

Rationale — ATCO.B.010 and GM to ATCO.B.010

The Aerodrome Control Visual (ADV) rating is proposed to be removed and the Aerodrome Control Instrument (ADI) rating to be renamed to Aerodrome Control (ADC) rating. This proposal originates from the EUROCONTROL ATCO Common Core Content Task Force activity report 2015-2018 suggesting merging the training for the ADV and ADI ratings. A major part of the responses received on the Rating survey (see Section 1.1) supported the merging of the training and the removal of the ADV rating. The survey also revealed that ADV was used only in three Member States as a stand-alone rating. The competent authorities of each of these States were contacted and all of them gave their consent to the removal.

The purpose is that current holders of the ADV rating can continue to provide services at the aerodromes that do not intend to publish instrument approach and departures procedures but that the training for ADV will be merged with the training for ADI and no new ADV ratings will be issued. This change leads to a need to change the name of the former Aerodrome Control Instrument (ADI) rating into Aerodrome Control (ADC) rating, encompassing the privileges of both ADV and ADI. The change also aligns the EU system with ICAO Annex 1 provisions.

In ATCO.B.010(b), it has also been pointed out that an assessment of previous competence is to be conducted by an initial training organisation. This is to align with similar provisions in ATCO.B.001(d) and ATCO.B.005(e). New GM on assessment of previous competence clarifies that the word 'assessment' is used here in its general meaning, thus also including examination of theoretical knowledge.

The EUROCONTROL ATCO Common Core Content Task Force report also proposed a possible abandonment of the Area Control Procedural (ACP) training module and replacement with a contingency module. The results of the rating survey however showed that 12 out of 45 respondents wished to maintain the ACP syllabus and therefore the only proposed amendment is the introduction of guidance explaining that the ACP rating is not required for holders of the ACS rating when dealing with surveillance fall-back and contingency situations. Similar GM was introduced also for the Approach Control Procedural (APP) rating on the request of a focal point consultation meeting.

ATCO.B.015 Rating endorsements

- (a) The Aerodrome Control ~~Instrument (ADI)~~ (ADC) rating shall ~~may~~ bear ~~at least one of the following endorsements:~~
- ~~(1) the Aerodrome Control Surveillance (SUR) endorsement, indicating that the licence holder is competent to provide aerodrome control with the help of surveillance systems.~~
 - ~~the Air Control (AIR) endorsement, indicating that the licence holder is competent to provide air control to traffic flying in the vicinity of an aerodrome and on the runway;~~
 - ~~(2) the Ground Movement Control (GMC) endorsement, indicating that the licence holder is competent to provide ground movement control;~~
 - ~~(3) the Tower Control (TWR) endorsement, indicating that the licence holder is competent to provide aerodrome control service. The TWR endorsement includes the privileges of the AIR and GMC endorsements;~~
 - ~~(4) the Ground Movement Surveillance (GMS) endorsement, granted in addition to the Ground Movement Control endorsement or Tower Control endorsement, indicating that the licence holder is competent to provide ground movement control with the help of aerodrome surface movement guidance systems;~~
 - ~~(5) the Aerodrome Radar Control (RAD) endorsement, granted in addition to the Air Control endorsement or Tower Control endorsement, indicating that the licence holder is competent to provide aerodrome control with the help of surveillance radar equipment.~~
- (b) The Approach Control Surveillance (APS) rating may bear ~~one or more of the following endorsements:~~
- ~~(1) the Precision Approach Radar (PAR) endorsement, indicating that the licence holder is competent to provide ground-controlled precision approaches with the use of precision approach radar equipment to aircraft on the final approach to the runway;~~
 - ~~(2) the Surveillance Radar Approach (SRA) endorsement, indicating that the licence holder is competent to provide ground-controlled non-precision approaches with the use of surveillance equipment to aircraft on the final approach to the runway;~~
 - ~~(3) the Terminal Control (TCL) endorsement, indicating that the licence holder is competent to provide air traffic control services with the use of any surveillance equipment to aircraft operating in a specified terminal area and/or adjacent sectors.~~



- (c) The Area Control Procedural (ACP) rating may bear the Oceanic Control (OCN) endorsement, indicating that the holder of the licence is competent to provide air traffic control services to aircraft operating in an Oceanic Control Area.
- (d) The Area Control Surveillance (ACS) rating may bear ~~one of the following endorsements:~~
- ~~(1) the Terminal Control (TCL) endorsement, indicating that the licence holder is competent to provide air traffic control services with the use of any surveillance equipment to aircraft operating in a specified terminal area and/or adjacent sectors;~~
 - ~~(2) the Oceanic Control (OCN) endorsement, indicating that the licence holder is competent to provide air traffic control services to aircraft operating in an Oceanic Control Area.~~

AMC1 ATCO.B.015(a) Air traffic controller rating endorsements

AERODROME CONTROL SURVEILLANCE ENDORSEMENT PRIVILEGES

The Aerodrome Control Surveillance (SUR) endorsement indicates that the holder has the skills to use ATS surveillance systems in the aerodrome control service for the functions described in Annex IV to Commission Regulation (EU) 2017/373 (ATM/ANS)¹³, ATS.TR.155(a) and ATS.TR.245.

~~GM1 ATCO.B.015(a)(3) Air traffic controller rating endorsements~~

~~TOWER CONTROL ENDORSEMENT PRIVILEGES~~

~~Where aerodrome control is provided from one operational position, this shall be indicated in the ATC licence by the issue of a Tower Control (TWR) endorsement to the Aerodrome Control Instrument rating. Aerodrome control may either be one operational position or be divided between two operational positions, Ground Movement Control (GMC) and Air Control (AIR). Consequently, the TWR endorsement entitles the holder of that rating endorsement to either provide aerodrome control from one working position or to provide AIR or GMC separately.~~

Rationale — ATCO.B.015 and AMC & GM to ATCO.B.015

As indicated in Section 2.3, several rating endorsements are proposed to be removed. Based on the rating survey and the results of the standardisation inspections, there is a very limited number of aerodrome rating holders whose privileges are limited to only AIR or only GMC. These rating endorsements have however been widely used without any actual need for them. AIR and GMC, and consequently also the TWR rating endorsements, are therefore proposed to be removed and the privileges to be included in the ADC rating privileges. The possible limitation in the exercise of the privileges of the ADC rating on AIR or GMC is proposed to be indicated in the unit endorsement (see under ATCO.B.020).

The GMS and RAD rating endorsements are proposed to be merged into one rating endorsement and a new rating endorsement called SUR, indicating that the licence holder is competent to provide aerodrome control with the help of surveillance systems, to be created. Guidelines on the use of the SUR rating endorsement are provided in an AMC referring to the provisions of the ATM/ANS

¹³ Commission Implementing Regulation (EU) 2017/373 of 1 March 2017 laying down common requirements for providers of air traffic management/air navigation services and other air traffic management network functions and their oversight, repealing Regulation (EC) No 482/2008, Implementing Regulations (EU) No 1034/2011, (EU) No 1035/2011 and (EU) 2016/1377 and amending Regulation (EU) No 677/2011 (OJ L 62, 8.3.2017, p. 1).

Regulation on functions of ATS surveillance systems in the aerodrome control service and on use of surveillance movement equipment. One of the reasons leading to this change is that the way the privileges of holders of AIR, GMC, GMS and RAD rating endorsements have been defined earlier would not have enabled a holder of the AIR and RAD endorsements to use aerodrome surface movement guidance systems. Secondly, as radar may not be the only way for surveillance, the name is proposed to be change from 'radar' to 'surveillance'.

The TCL rating endorsement, attached to either the APS or the ACS rating, is proposed to be removed. In accordance with the standardisation feedback, the use of this rating endorsement is unit-specific and it does not therefore make sense to have it as a mutually recognised rating endorsement. If there is a need to specifically indicate the TCL privileges, this can be done by inclusion of the TCL in the unit endorsement (see GM1 ATCO.B.020(a)).

The SRA rating endorsement is proposed to be removed. However, there will be an AMC referring to ICAO Annex 1 provisions and setting training requirements for cases where the APS rating privileges include SRA duties.

ATCO.B.020 Unit endorsements

- (a) The unit endorsement shall authorise the licence holder to provide air traffic control services for a specific sector, group of sectors and/or working positions under the responsibility of an air traffic services unit.
- (b) Applicants for a unit endorsement shall have successfully completed a unit endorsement course in accordance with the requirements set out in Part ATCO, Subpart D, Section 3.
- (c) Notwithstanding point (b), the on-the-job training phase in Part ATCO, Subpart D, Section 3 may not be required when the unit endorsement is issued in connection with the issue of a temporary OJT authorisation.
- (d) Limitations on the exercise of the privileges of the aerodrome control (ADC) rating shall be indicated in the unit endorsement.
- (e) Applicants for a unit endorsement following an exchange of a licence- referred to in ATCO.A.010 shall, in addition to the requirements set out in point (b), meet the requirements of ATCO.D.060(f).
- (f) For air traffic controllers providing air traffic control services to aircraft carrying out flight tests, the competent authority may, in addition to the requirements set out in point (b), set out additional requirements to be met.
- (g) Unit endorsements shall be valid for a period defined in the unit competence scheme. This period shall not exceed ~~three~~ 3 years.
- (h) The validity period of unit endorsements for initial issue and renewal shall start not later than 30 days from the date on which the assessment has been successfully completed.
- (i) Unit endorsements shall be revalidated if:



- (1) the applicant has been exercising the privileges of the licence for a minimum number of hours as defined in the unit competence scheme;
 - (2) the applicant has undertaken refresher training within the validity period of the unit endorsement according to the unit competence scheme;
 - (3) the applicant's competence has been assessed in accordance with the unit competence scheme not earlier than ~~three~~ 3 months prior to the expiry date of the unit endorsement.
- (h) Unit endorsements shall be revalidated, provided that the requirements set out in point (g) are met, within the 3-month period immediately preceding their expiry date. In such cases, the validity period shall be counted from that expiry date.
- (i) If the unit endorsement is revalidated before the period provided for in point (h), its validity period shall start not later than 30 days from the date on which the assessment has been successfully completed, provided that the requirements in point (g)(1) and (2) are also met.
- (j) If the validity of a unit endorsement expires, the licence holder shall successfully complete the unit endorsement course in accordance with the requirements set out in Part ATCO, Subpart D, Section 3 in order to renew the endorsement.

GM1 ATCO.B.020(a) Unit endorsements

UNIT ENDORSEMENTS FOR SPECIFIC DUTIES

Where the provided service includes specific duties, such as provision of remote air traffic services, terminal control services or provision of air traffic control services to aircraft carrying out flight tests, a unit endorsement for the specific duties may be established.

GM1 ATCO.B.020(c) Unit endorsements

ISSUE OF A UNIT ENDORSEMENT IN CONNECTION WITH THE ISSUE OF A TEMPORARY OJTI AUTHORISATION

It is recognised that completion of a unit endorsement course in accordance with the requirements set out in Part ATCO, Subpart D, Section 3 as regards the on-the-job training phase may not be possible in cases of establishment of a new ATC unit or sector, new rating or rating endorsement put into operation at an ATC unit or reopening of a temporary ATC unit.

AMC1 ATCO.B.020(d) Unit endorsements

LIMITATION TO EXERCISE THE AERODROME CONTROL RATING PRIVILEGES

If a unit endorsement course contains operational procedures only for air control or ground control, the unit endorsement should reflect the limitation in relation to the rating privileges.

AMC1 ATCO.B.020(e) Unit endorsements

VALIDITY OF THE UNIT ENDORSEMENT

When establishing the validity of a unit endorsement, the specificities of the unit and seasonal variations should be taken into account.



Appropriate means should be in place to monitor the competence of the air traffic controllers. The means should be proportionate to the validity time.

If the proposed validity time of the unit endorsement exceeds 12 months, additional means should be in place to monitor and ensure the continuous competence of the air traffic controllers.

If the ATC unit is proposing to increase the validity time of the unit endorsement, a safety assessment should be conducted. The safety assessment may cover several units.

AMC1 ATCO.B.020(g)(3) Unit endorsements

PRACTICAL SKILLS ASSESSMENT FOR REVALIDATION OF EACH UNIT ENDORSEMENT

- (a) If the assessment of practical skills is taking the form of a dedicated assessment consisting of a single assessment or a series of assessments, the last assessment declaring the licence holder competent should take place within the ~~three~~ 3-month period immediately preceding the unit endorsement expiry date.
- (b) If the assessment of practical skills is taking the form of a continuous assessment by which the air traffic controller's competence is assessed along a defined period of time, **the end of that defined period and** the formal conclusion on declaring the licence holder competent should take place within the ~~three~~ 3-month period immediately preceding the unit endorsement expiry date.

GM1 ATCO.B.020(k) Unit endorsements

COMMENCEMENT OF UNIT ENDORSEMENT VALIDITY IN CASE OF EARLY REVALIDATION

For the purpose of establishing the validity period of the unit endorsement in case of early revalidation, the date of the assessment should be the date of the:

- (a) last assessment declaring the licence holder competent in case of a dedicated assessment; and
- (b) **formal conclusion of declaring the licence holder competent in case of continuous assessment, provided that the formal conclusion takes place immediately after the period during which the air traffic controller's competence has been assessed.**

Rationale — ATCO.B.020 and AMC & GM to ATCO.B.020

A new point (c) is added to clearly allow the issue of a unit endorsement to holders of a temporary OJT authorisation without having first completed on-the-job training for the unit in question. This is further illustrated in the related GM recognising that completion of the on-the-job training phase may not be possible in cases of establishment of a new ATC unit or sector, new rating or rating endorsement put into operation at an ATC unit or reopening of a temporary ATC unit.

In accordance with the rating survey referred to in Section 1.1, there is one Member State that uses a stepwise approach in qualifying the aerodrome controllers first in ground control before a full qualification on both ground and air duties. There is also one ATS unit in one Member State with controllers that are qualified only for air duties. This kind of limitations should be indicated in the unit endorsement as it does not make sense to maintain rating endorsements only for individual cases.

GM has been added to explain that if the exercise of a rating includes specific duties, these may be indicated in the unit endorsement.



The AMC and GM relating to practical skills assessment for revalidation of unit endorsements and the commencement of the unit endorsement validity have been amended for the cases of continuous assessment to clarify how to define the validity period.

ATCO.B.025 Unit competence scheme

- (a) Unit competence scheme(s) shall be established by the air navigation service provider and approved by the competent authority. A unit competence scheme shall include at least the following elements:
- (1) the validity of the unit endorsement(s) in accordance with ATCO.B.020(e);
 - (2) 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;
 - (3) the minimum number of hours or the minimum number of approaches for exercising the privileges of the unit endorsement within a defined period of time, which shall not exceed 12 months, for the purpose of ATCO.B.020(g)(1). For on-the-job training instructors exercising the privileges of the OJT endorsement, the time spent instructing shall be counted for the maximum of 50 % of the hours required for revalidation of the unit endorsement;
 - (4) procedures for the cases where the licence holder does not meet the requirements set out in points (a)(2) and (3);
 - (5) processes for assessing competence, including assessment of the refresher training subjects according to ATCO.D.080(b);
 - (6) processes for the examination of theoretical knowledge and understanding necessary to exercise the privileges of the ratings and endorsements;
 - (7) processes to identify the topics and subtopics, objectives and training methods for continuation training;
 - (8) the minimum duration and frequency of the refresher training;
 - (9) processes for the examination of theoretical knowledge and/or the assessment of practical skills acquired during conversion training, including pass marks for examinations;
 - (10) processes in case of failure of an examination or assessment, including the appeal processes;
 - (11) training personnel qualifications, roles and responsibilities;
 - (12) a procedure to ensure that practical instructors have practised instructional techniques in the procedures in which instruction it is intended to provided instruction in accordance with ATCO.C.010(b)(3) and ATCO.C.030(b)(3);
 - (13) procedures for the declaration and the management of cases of provisional inability to exercise the privileges of a licence, as well as for informing the competent authority in accordance with ATCO.A.015(d);



- (14) identification of records to be kept specific to continuation training and assessments, in accordance with ATCO.~~AR.B.015~~OR.C.020;
- (15) a process and reasons for reviewing and amending the unit competence scheme and its submission to the competent authority. The review of the unit competence scheme shall take place at least once every ~~three~~ 3 years.
- (b) In order to comply with the requirement set out in point (a)(3), air navigation service providers shall keep records of the hours, during which each licence holder exercises the privileges of ~~his/her~~ his or her unit endorsement working in sectors, group of sectors and/or working positions in the ATC unit and shall provide that data to the competent authorities and to the licence holder upon request.
- (c) When establishing the procedures referred to in points (a)(4) and (13), air navigation service providers shall ensure that mechanisms are applied to guarantee fair treatment of licence holders where the validity of their endorsements cannot be extended.

AMC1 ATCO.B.025(a)(3) Unit competence scheme

MINIMUM NUMBER OF HOURS

The minimum number of hours should be defined in a manner which ensures that the privileges are exercised in all sectors and/or positions covered by the unit endorsement.

GM2 ATCO.B.025(a)(3) Unit competence scheme

MINIMUM NUMBER OF HOURS

The minimum number of hours for exercising the privileges of the unit endorsement for the Precision Approach Radar (PAR) rating endorsement may be substituted by a number of PAR approaches.

At the units where Surveillance Radar Approach (SRA) is used, the minimum number of hours for exercising the SRA privileges as part of the APS rating privileges may be substituted by a number of surveillance radar approaches.

Rationale — ATCO.B.025 and AMC & GM to ATCO.B.025

Editorial change in (a)(1) and reference corrected in (a)(14).

The proposed new AMC, stating that the minimum number of hours should be defined in a manner which ensures that the privileges are exercised in all sectors and/or positions covered by the unit endorsement, is based on the many findings raised during the standardisation inspections, indicating that there is not sufficient assurance that the ATCOs maintain their competence for all positions they are entitled to work at.

The standardisation inspections have also revealed a need for GM to illustrate that the minimum number of hours for exercising the privileges of the unit endorsement for PAR or exercising the SRA privileges as part of the APS rating privileges, may be substituted by a number of PAR/SRA approaches.

~~AMC1 ATCO.B.035(a)(3)(i) – Validity of language proficiency endorsement~~

~~VALIDITY OF THE LANGUAGE ENDORSEMENT OF PROFICIENCY LEVEL 6 IN ENGLISH LANGUAGE~~

~~When replacing the licences according to Article 8(1) of Regulation (EU) 2015/340, the validity period for the expert level (level six) language proficiency endorsements shall be introduced into the new licence.~~

~~The nine-year validity period for an expert level (level six) language proficiency endorsement in English should be counted from the date of the issue of the new licence or from the date of the assessment.~~

ATCO.B.040 Assessment of language proficiency

- (a) The demonstration of language proficiency shall be done through a method of assessment approved by ~~the~~ any competent authority, which shall contain:
- (1) the process by which an assessment is done;
 - (2) the qualification of the assessors;
 - (3) the appeals procedure.
- (b) Language assessment bodies shall comply with the requirements established by the competent authorities according to ATCO.AR.A.010.

AMC4 ATCO.B.040 Assessment of language proficiency

CRITERIA FOR THE ACCEPTABILITY OF LANGUAGE ASSESSMENT BODIES

- (a) A language assessment body should provide clear information about its organisation and its relationships with other organisations.
- (b) If a language assessment body is also an air traffic controller training organisation, there should be a clear and documented separation between the two activities.
- (c) The language assessment body should employ a sufficient number of qualified interlocutors and language proficiency assessors to administer the required tests.
- (d) The assessment documentation should include at least the following:
- (1) assessment objectives;
 - (2) assessment layout, timescale, technologies used, assessment samples, voice samples;
 - (3) assessment criteria and standards (at least for the operational, extended and expert levels of the rating scale in Appendix 1 to Annex I to Regulation (EU) 2015/340);
 - (4) documentation demonstrating the assessment validity, relevance and reliability for the operational, ~~and~~ extended ~~and expert~~ levels;
 - ~~(5) documentation demonstrating the assessment validity, relevance and reliability for the expert level;~~
 - ~~(6)~~ (5) procedures to ensure that language assessments are standardised within the language assessment body and in the ATC community;



- (76) assessment procedures and responsibilities, such as:
- preparation of individual assessment;
 - administration: location(s), identity check and invigilation, assessment discipline, confidentiality/security;
 - reporting and documentation provided to the competent authority and/or to the applicant, including sample certificate; and
 - retention of documents and records.
- (87) The assessment documentation and records should be kept for a period of time determined by the competent authority and made available to the competent authority upon request.

GM2 ATCO.B.040 Assessment of language proficiency

Further information can be found in the 'Manual on the Implementation of ICAO Language Proficiency Requirements' (ICAO Doc 9835) and the 'Language Testing Criteria for Global Harmonization' (ICAO Cir 318 AN/180).

Rationale — AMC1 ATCO.B.035(a)(3)(i), ATCO.B.040 and AMC & GM to ATCO.B.040

The AMC relating to the establishment of the first validity period for English language endorsement level 6 holders has been removed as obsolete.

ATCO.B.040(a) is proposed to be amended to clearly indicate the purpose of the rule being that a certificate demonstrating the language proficiency of the applicant should be mutually recognised if the method of assessment has been approved by any competent authority. This amendment also aligns the ATCO rule with similar provisions in the Aircrew Regulation.

SUBPART C — REQUIREMENTS FOR INSTRUCTORS AND ASSESSORS

SECTION 1 — INSTRUCTORS

ATCO.C.015 Application for on-the-job training instructor endorsement

Applicants for the issue of an OJT endorsement shall:

- (a) hold an air traffic controller licence with a valid unit endorsement;
- (b) have exercised the privileges of an air traffic controller licence for a period of at least ~~two~~ 2 years immediately preceding the application. This period can be shortened to not less than ~~one~~ 1 year by the competent authority when requested by the training organisation; and
- (c) within the ~~year~~ 12 months preceding the application, have successfully completed a practical instructional techniques course during which the required knowledge and pedagogical skills are taught and have been appropriately assessed.



ATCO.C.020 Validity of on-the-job training instructor endorsement

- (a) The OJT endorsement shall be valid for a period of ~~three~~ 3 years.
- (b) The OJT endorsement may be revalidated by successfully completing refresher training on practical instructional skills during its validity, provided that the requirements of ATCO.C.015(a) ~~and (b)~~ are met.
- (c) If the OJT endorsement has expired, it may be renewed by:
- (1) receiving refresher training on practical instructional skills; and
 - (2) successfully passing a practical instructor competence assessment;
- within the ~~year~~ 12 months preceding the application for renewal, provided that the requirements of ATCO.C.015(a) ~~and (b)~~ are met.
- (d) In the case of first issue and renewal, the period of validity of the OJT endorsement shall start not later than 30 days from the date on which the assessment has been successfully completed.
- (e) If the requirements of ATCO.C.015(a) ~~and (b)~~ are not met, the OJT endorsement may be exchanged for an STDI endorsement, provided that compliance with the requirements of ATCO.C.040(b) and (c) is ensured.

Rationale — ATCO.C.015 and ATCO.C.020

'Year' changed to '12 months' to avoid possible confusion with a calendar year.

The provisions for the revalidation and renewal of an OJT endorsement in ATCO.C.020 have been amended so that the requirement to have exercised the privileges of an air traffic controller licence for a period of at least 2 years immediately preceding the application for revalidation or renewal has been removed. The experience requirement is not relevant for revalidation and renewal as the required 2-year experience has already been confirmed at the time of the OJT initial issue. The feedback from stakeholders has also revealed that there has been a discrepancy between the requirements on 6 months' recent experience for exercising the privileges of the OJT endorsement but 2 years for the revalidation of it.

ATCO.C.030 Synthetic training device instructor (STDI) privileges

- (a) Holders of an STDI endorsement are authorised to provide practical training on synthetic training devices:
- (1) for subjects of practical nature during initial training;
 - (2) for unit training other than OJT; and
 - (3) for continuation training.

Where the STDI is providing pre-OJT, ~~he/she~~ he or she shall hold or have held the relevant unit endorsement.

- (b) Holders of an STDI endorsement shall only exercise the privileges of the endorsement if they have:



- (1) at least ~~two~~ 2 years' experience in the rating they will instruct in;
 - (2) demonstrated knowledge of current operational practices;
 - (3) practised instructional techniques in those procedures in which ~~instruction~~ it is intended to be provided ~~instruction~~.
- (c) Notwithstanding point (b)(1),
- (1) the period of 2 years can be shortened to not less than 1 year by the competent authority when requested by the training organisation;
 - (~~1~~2) for the purpose of basic training, any rating held is appropriate;
 - (~~2~~3) for the purpose of rating training, training may be provided for specific and selected operational tasks by an STDI holding a rating that is relevant for that specific and selected operational task.

GM1 ATCO.C.030(c)(1) Synthetic training device instructor (STDI) privileges

SHORTENING OF THE RATING EXPERIENCE REQUIREMENT FOR STDIS

When assessing the training organisations' request for the shortening of the rating experience requirement for STDIs, the competent authorities should take into account the complexity of training expected to be delivered by the potential STDI and the impact on the continuity of the training provision.

GM1 ATCO.C.030(c)(~~2~~3) Synthetic training device instructor (STDI) privileges

PROVISION OF TRAINING FOR SPECIFIC AND SELECTED OPERATIONAL TASKS

Some of the skills required for the two different aerodrome control ratings, for the two different procedural ratings, as well as for the two different surveillance ratings are the same or similar. Therefore, instruction not being specific for one rating or the training being for specific and selected operational tasks that do not require the learner to practise all of the tasks which are normally associated with a fully operational environment, may be provided by an STDI, having experience of at least ~~two~~ 2 years in a rating that requires similar skills.

ATCO.C.035 Application for synthetic training device instructor endorsement

Applicants for the issue of an STDI endorsement shall:

- (a) have exercised the privileges of an air traffic controller licence in any rating for at least ~~two~~ 2 years. This period can be shortened to not less than 1 year by the competent authority when requested by the training organisation; and
- (b) within the ~~year~~ 12 months preceding the application, have successfully completed a practical instructional techniques course during which the required knowledge and pedagogical skills are taught using theoretical and practical methods and have been appropriately assessed.



GM1 ATCO.C.035(a) Application for synthetic training device instructor endorsement

SHORTENING OF THE LICENCE EXPERIENCE REQUIREMENT FOR STDIs

When assessing the training organisations' request for the shortening of the licence experience requirement for STDIs, the competent authorities should take into account the complexity of training expected to be delivered by the potential STDI and the impact on the continuity of the training provision.

ATCO.C.040 Validity of synthetic training device instructor endorsement

- (a) The STDI endorsement shall be valid for a period of ~~three~~ 3 years.
- (b) The STDI endorsement may be revalidated by successfully completing refresher training on practical instructional skills and on current operational practices during its validity period.
- (c) If the STDI endorsement has expired, it may be renewed by:
 - (1) receiving refresher training on practical instructional skills and on current operational practices; and
 - (2) successfully passing a practical instructor competence assessment;within the ~~year~~ 12 months preceding the application for renewal.
- (d) In the case of first issue and renewal, the period of validity of the STDI endorsement shall start not later than 30 days from the date on which the assessment has been successfully completed.

Rationale — ATCO.C.030 and GM to ATCO.C.030, ATCO.C.035 and GM to ATCO.C.035, and ATCO.C.040

A possibility to shorten the 2 years' experience, required for the application for the STDI endorsement, and for exercising the privileges of it, to 1 year has been introduced in order to align with similar provisions for the OJTIs. Guidance has been provided on what the competent authorities should take into account when shortening the experience requirement. The group of focal points supported the shortening possibility for STDIs, mainly because the possibility exists for OJTIs, and the OJTI privileges include those of STDIs. The group was however of the opinion that similar possibility for shortening the experience requirements for assessors should not be introduced.

'Year' changed to '12 months' to avoid possible confusion with a calendar year.



SECTION 2 —ASSESSORS

ATCO.C.045 Assessor privileges

- (a) A person shall only carry out assessments when ~~he/she~~ **he or she** holds an assessor endorsement.
- (b) Holders of an assessor endorsement are authorised to carry out assessments:
- (1) during initial training for the issue of a student air traffic controller licence or for the issue of a new rating and/or rating endorsement, if applicable;
 - (2) of previous competence for the purpose of ATCO.B.001(d), **ATCO.B.005(e)** and ATCO.B.010(b);
 - (3) of student air traffic controllers for the issue of a unit endorsement and rating endorsement **(s)**, if applicable;
 - (4) of air traffic controllers for the issue of a unit endorsement and rating endorsement **(s)**, if applicable, as well as for revalidation and renewal of a unit endorsement;
 - (5) of applicant practical instructors or applicant assessors when compliance with the requirements of points **(d)**(2) to (4) is ensured.
- (c) Holders of an assessor endorsement shall only exercise the privileges of the endorsement if they have:
- (1) at least ~~two~~ **2** years' experience in the rating and rating endorsement(s) they will assess ~~in~~; and
 - (2) demonstrated knowledge of current operational practices.
- (d) In addition to the requirements set out in point (c), holders of an assessor endorsement shall only exercise the privileges of the endorsement:
- (1) for assessments leading to the issue, revalidation and renewal of a unit endorsement, if they also hold the unit endorsement associated with the assessment for an immediately preceding period of at least ~~one~~ **1** year;
 - (2) for assessing the competence of an applicant for the issue or renewal of an STDI endorsement, if they hold an STDI or OJTI endorsement and have exercised the privileges of that endorsement for at least ~~three~~ **3** years;
 - (3) for assessing the competence of an applicant for the issue or renewal of an OJTI endorsement, if they hold an OJTI endorsement and have exercised the privileges of that endorsement for at least ~~three~~ **3** years;
 - (4) for assessing the competence of an applicant for the issue or renewal of an assessor endorsement, if they have exercised the privileges of the assessor endorsement for at least ~~three~~ **3** years.
- (e) When assessing for the purpose of issue and renewal of a unit endorsement, and for ensuring supervision on the operational working position, the assessor shall also hold an OJTI



endorsement, or an OJTI holding the valid unit endorsement associated with the assessment shall be present.

ATCO.C.055 Application for assessor endorsement

Applicants for the issue of an assessor endorsement shall:

- (a) have exercised the privileges of an air traffic controller licence for at least ~~two~~ 2 years; and
- (b) within the ~~year~~ 12 months preceding the application have successfully completed an assessor course during which the required knowledge and skills are taught using theoretical and practical methods, and have been appropriately assessed.

ATCO.C.060 Validity of assessor endorsement

- (a) The assessor endorsement shall be valid for a period of ~~three~~ 3 years.
- (b) The assessor endorsement may be revalidated by successfully completing refresher training on assessment skills and on current operational practices during its validity period.
- (c) If the assessor endorsement has expired, it may be renewed by:
 - (1) receiving refresher training on assessment skills and on current operational practices; and
 - (2) successfully passing an assessor competence assessment;within the ~~year~~ 12 months preceding the application for renewal.
- (d) In the case of first issue and renewal, the period of validity of the assessor endorsement shall start not later than 30 days from the date on which the assessment has been successfully completed.

GM1 ATCO.C.060(b) Validity of assessor endorsement

REVALIDATION

- (a) Successful completion of the refresher training in assessment skills and current operational practices may be verified by several means; for example, by:
 - (1) dedicated or continuous assessment;
 - (2) peer assessment; or
 - (3) demonstration of the ~~practical instructional~~ assessment skills.
- (b) Current operational practices may be refreshed by transitional and pre-on-the-job training.
- (c) The verification should be undertaken following the completion of the refresher training.

Rationale — ATCO.C.045, ATCO.C.055 and ATCO.C.060

Missing reference added in ATCO.C.045(b)(2).

'Year' changed to '12 months' to avoid possible confusion with a calendar year.

Terminology mistake in GM1 ATCO.C.060(b), point (a)(3), corrected.



SUBPART D — AIR TRAFFIC CONTROLLER TRAINING

SECTION 2 – INITIAL TRAINING REQUIREMENTS

ATCO.D.010 Composition of initial training

- (a) Initial training, intended for an applicant for a student air traffic controller licence or for the issue of an additional rating and/or, if applicable, rating endorsement, shall consist of:
- (1) basic training, comprising all the subjects, topics and subtopics contained in [Appendix 2 to Annex I](#); and
 - (2) rating training, comprising the subjects, topics and subtopics of at least one of the following:
 - ~~(i) Aerodrome Control Visual Rating — ADV, defined in [Appendix 3 of Annex I](#);~~
 - (ii) Aerodrome Control ~~Instrument~~ Rating ~~for Tower~~ — AD+~~C~~ (TWR), defined in [Appendix 4 ~~3~~ of ~~to~~ Annex I](#);
 - (iii) Approach Control Procedural Rating — APP, defined in [Appendix 5 ~~4~~ of ~~to~~ Annex I](#);
 - ~~(iii)~~ (iv) Area Control Procedural Rating — ACP, defined in [Appendix 6 ~~5~~ of ~~to~~ Annex I](#);
 - ~~(iv)~~ (v) Approach Control Surveillance Rating — APS, defined in [Appendix 7 ~~6~~ of ~~to~~ Annex I](#);
 - (vi) Area Control Surveillance Rating — ACS, defined in [Appendix 8 ~~7~~ of ~~to~~ Annex I](#).
- (b) Training intended for an additional rating shall consist of the subjects, topics and subtopics applicable to at least one of the ratings established in point (a)(2).
- (c) Training intended for the reactivation of a rating following a not successful assessment of previous competence according to [ATCO.B.010\(b\)](#) shall be tailored according to the result of that assessment.
- (d) Training intended for a rating endorsement ~~other than [ATCO.B.015\(a\)\(3\)](#)~~ shall consist of subjects, topics and subtopics developed by the training organisation and approved as part of the training course.
- (e) Basic and/or rating training may be complemented with subjects, topics and subtopics that are additional or specific to the Functional Airspace Block (FAB) or to the national environment.

AMC1 ATCO.D.010(a)(1) Composition of initial training**BASIC TRAINING — ~~SUBJECT OBJECTIVES AND~~ TRAINING OBJECTIVES**

[Please find the link to the ~~concerned~~ AMC [here](#)]



AMC1 ATCO.D.010(a)(2)(i) — Composition of initial training

~~AERODROME CONTROL VISUAL RATING (ADV) TRAINING — SUBJECT OBJECTIVES AND TRAINING OBJECTIVES~~

~~[Please find the link to the concerned AMC [here](#)]~~

AMC1 ATCO.D.010(a)(2)(i) Composition of initial training

AERODROME CONTROL ~~INSTRUMENT~~ RATING ~~FOR TOWER~~ (ADIC) (TWR) TRAINING — ~~SUBJECT OBJECTIVES AND TRAINING OBJECTIVES~~

[Please find the link to the ~~concerned~~ AMC [here](#)]

AMC1 ATCO.D.010(a)(2)(ii) Composition of initial training

APPROACH CONTROL PROCEDURAL RATING (APP) TRAINING — ~~SUBJECT OBJECTIVES AND TRAINING OBJECTIVES~~

[Please find the link to the ~~concerned~~ AMC [here](#)]

AMC1 ATCO.D.010(a)(2)(iii) Composition of initial training

AREA CONTROL PROCEDURAL RATING (ACP) TRAINING — ~~SUBJECT OBJECTIVES AND TRAINING OBJECTIVES~~

[Please find the link to the ~~concerned~~ AMC [here](#)]

AMC1 ATCO.D.010(a)(2)(iv) Composition of initial training

APPROACH CONTROL SURVEILLANCE RATING (APS) TRAINING — ~~SUBJECT OBJECTIVES AND TRAINING OBJECTIVES~~

[Please find the link to the ~~concerned~~ AMC [here](#)]

AMC1 ATCO.D.010(a)(2)(v) Composition of initial training

AREA CONTROL SURVEILLANCE RATING (ACS) TRAINING — ~~SUBJECT OBJECTIVES AND TRAINING OBJECTIVES~~

[Please find the link to the ~~concerned~~ AMC [here](#)]

Rationale — ATCO.D.010 and AMC to ATCO.D.010

In ATCO.D.010(d), the reference to the TWR rating endorsement has been removed because of the removal of the TWR rating endorsement.

Numbering changed due to deletion of the ADV syllabus.



ATCO.D.025 Basic training examinations and assessment

- (a) Basic training courses shall include theoretical examination(s) and assessment(s).
- (b) A pass in theoretical examination(s) shall be awarded to an applicant achieving a minimum of 75 % of the marks allocated to that examination.
- (c) Assessment(s) of performance objectives as listed in ATCO.D.030 shall be conducted on a part-task trainer or a simulator.
- (d) A pass in assessment(s) shall be awarded to an applicant who consistently demonstrates the required performance as listed in ATCO.D.030 and shows the behaviour required for safe ~~operations within~~ provision of the air traffic control service.

ATCO.D.035 Rating training examinations and assessment

- (a) Rating training courses shall include theoretical examination(s) and assessment(s).
- (b) A pass in theoretical examination(s) shall be awarded to an applicant achieving a minimum of 75 % of the marks allocated to that examination.
- (c) Assessment(s) shall be based on the rating training performance objectives described in ATCO.D.040.
- (d) Assessment(s) shall be conducted on a simulator.
- (e) A pass in assessment(s) shall be awarded to an applicant who consistently demonstrates the required performance described in ATCO.D.040 and shows the behaviour required for safe ~~operations within~~ provision of the air traffic control service.

Rationale — ATCO.D.025 and ATCO.D.035

Only editorial changes introduced.

ATCO.D.040 Rating training performance objectives

- (a) Rating training performance objectives and performance objective tasks shall be defined for each rating training course.
- (b) Rating training performance objectives shall require an applicant to:
 - (1) demonstrate the ability to manage air traffic in a manner that ensures safe, orderly and expeditious services; and
 - (2) handle complex and dense traffic situations.
- (c) In addition to point (b), rating training performance objectives for the Aerodrome ~~Control Visual (ADV)~~ and Aerodrome Control ~~Instrument~~ (ADIC) rating shall ensure that applicants:
 - (1) manage the workload and provide air traffic services within a defined aerodrome area of responsibility; and
 - (2) apply aerodrome control techniques and operational procedures to aerodrome traffic.



- (d) In addition to point (b), rating training performance objectives for the Approach Control Procedural (APP) rating shall ensure that applicants:
- (1) manage the workload and provide air traffic services within a defined approach control area of responsibility; and
 - (2) apply procedural approach control, planning techniques and operational procedures to arriving, holding, departing and transiting traffic.
- (e) In addition to point (b), rating training performance objectives for the Approach Control Surveillance (APS) rating shall ensure that applicants:
- (1) manage the workload and provide air traffic services within a defined approach control area of responsibility; and
 - (2) apply approach surveillance control, planning techniques and operational procedures to arriving, holding, departing and transiting traffic.
- (f) In addition to point (b), rating training performance objectives for the Area Control Procedural (ACP) rating shall ensure that applicants:
- (1) manage the workload and provide air traffic services within a defined area control area of responsibility; and
 - (2) apply procedural area control, planning techniques and operational procedures to area traffic.
- (g) In addition to point (b), rating training performance objectives for the Area Control Surveillance (ACS) rating shall ensure that applicants:
- (1) manage the workload and provide air traffic services within a defined area control area of responsibility; and
 - (2) apply area surveillance control, planning techniques and operational procedures to area traffic.

Rationale — ATCO.D.040

Changes in (c) due to removal of the ADV rating.

SECTION 3 — UNIT TRAINING REQUIREMENTS**AMC1 ATCO.D.045(c)(4) Composition of unit training****HUMAN FACTORS**

- (a) Training organisations should train the applicant during ~~on-the-job~~ unit training in team resource management, fatigue management and stress management.
- (b) Training organisations should develop performance objectives for team resource management training.
- (c) The team resource management training may also make use of synthetic training devices.
- (d) Training organisations should develop training objectives for fatigue management and stress management training.



Rationale — AMC1 ATCO.D.045(c)(4)

'On-the-job' training changed to 'unit' training in the AMC as training of fatigue and stress management may not be achievable during the on-the-job training.

ATCO.D.050 Prerequisites of unit training

Provided that the requirements set out in ATCO.B.001(d), ATCO.B.005(e) and ATCO.B.010(b) are met:

- (a) Unit training may only be started by persons who are holders of:
 - (a) a student air traffic controller licence with the appropriate rating and, if applicable, rating endorsement; ~~or~~
 - (b) an air traffic controller licence with the appropriate rating and, if applicable, rating endorsement
- (b) the on-the-job training phase of unit training may only be started by persons who are holders of a student air traffic controller licence or an air traffic controller licence with the appropriate rating and, if applicable, rating endorsement.

~~provided that the requirements set out in ATCO.B.001(d) and ATCO.B.010(b) are met.~~

Rationale — ATCO.D.050

Changes have been introduced in line with the amendments of ATCO.B.001 and ATCO.B.005 to clarify that a student ATCO licence is required for on-the-job training.

A missing reference has been added.

AMC1 ATCO.D.055(b)(6) Unit training plan**DURATION OF UNIT ENDORSEMENT COURSES**

- (a) The on-the-job training instruction as part of the unit endorsement course should be at least of the duration specified in Annex 1 to the Chicago Convention, Sections 4.5.2.2.1(b) and (c) and 4.5.2.2.3.
- (b) Notwithstanding point (a), the minimum duration of the on-the-job training instruction for the surveillance radar approach duties may be partly substituted by utilising a simulator, if approved by the competent authority.
- ~~(b) — The ratings named in Annex 1 to the Chicago Convention, Section 4.5.2.2.1(b), should be read in the context of this Regulation:

 - (1) — aerodrome control rating: ADV and ADI ratings;
 - (2) — approach control procedural rating: APP rating;
 - (3) — approach control surveillance rating: APS rating;
 - (4) — area control procedural rating: ACP rating;
 - (5) — area control surveillance rating: ACS rating.~~



- (c) The approach precision radar control rating in Annex 1 to the Chicago Convention, Section 4.5.2.2.1(b), should be read in the context of this Regulation as APS-PAR rating endorsement according to ATCO.B.015.

GM1 ATCO.D.055(b)(7) Unit training plan

ADAPTING THE UNIT ENDORSEMENT COURSE(S)

When the applicant already holds an air traffic controller rating in another category, or the same rating for another unit, the training organisation should determine whether the unit endorsement course can be reduced, and if so, to what extent.

Rationale — AMC1 ATCO.D.055(b)(6) and GM1 ATCO.D.055(b)(7)

The AMC has been amended to:

- include the possibility to shorten the on-the-job training (reduce experience requirements) in accordance with ICAO Annex 1, 4.5.2.2.3. This possibility is already provided for in ATCO.D.055(b)(7) but has been included also here for clarity;
- include the training requirements for the SRA duties in ICAO Annex 1, 4.5.2.2.1(c);
- to include a possibility to partly substitute the on-the-job training for SRA duties by utilising a simulator, as performing the required amount of SRAs with live traffic is not always possible.

In addition, the comparison of EU and ICAO ratings has been removed as the ratings are now the same, except for the ICAO approach precision radar control rating, which is separately addressed in (c).

GM is provided to further illustrate the possibilities to shorten the unit endorsement course(s).

APPENDIX 2 ~~OF~~ TO ANNEX I – BASIC TRAINING

(Reference: Annex I — Part ATCO Subpart D, Section 2, ATCO.D.010(a)(1))

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(Reference: Annex I – PART ATCO Subpart D, Section 2, ATCO.D.010(a)(2)(ii))

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(Reference: Annex I – PART ATCO Subpart D, Section 2, ATCO.D.010(a)(2)(iii))

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(Reference: Annex I – PART ATCO Subpart D, Section 2, ATCO.D.010(a)(2)(iii))

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(Reference: Annex I – PART ATCO Subpart D, Section 2, ATCO.D.010(a)(2)(iv))

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(Reference: Annex I – PART ATCO Subpart D, Section 2, ATCO.D.010(a)(2)(vi))

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Rationale — Appendices

Rationale for changes in the topics and subtopics are given in the comment field of the sub-NPAs.

Numbering changed due to deletion of the ADV Syllabus.



ANNEX II (PART ATCO.AR)**REQUIREMENTS FOR COMPETENT AUTHORITIES****SUBPART A — GENERAL REQUIREMENTS****ATCO.AR.A.005 Personnel**

- (a) Competent authorities shall produce and update every ~~two~~ **2** years an assessment of the human resources needed to perform their oversight functions, based on the analysis of the processes required by this Regulation and their application.
- (b) Personnel authorised by the competent authority to carry out certification and/or oversight tasks shall be empowered to perform as a minimum the following tasks:
- (1) examine documents, including licences, certificates, records, data, procedures and any other material relevant to the execution of the required task;
 - (2) take copies of or extracts from such records, data, procedures and other material;
 - (3) ask for an explanation;
 - (4) enter relevant premises and operating sites;
 - (5) perform audits and inspections, including unannounced inspections;
 - (6) take or initiate enforcement measures as appropriate.
- ~~(c) The competent authority may authorise its personnel to conduct assessments leading to the issue, revalidation and renewal of a unit endorsement provided that they meet the requirements set out in ATCO.C.045, with the exception of point (d)(1). Familiarity with the current operational practices and procedures of the unit, where the assessment is taking place, shall however be ensured.~~

~~GM1-ATCO.AR.A.005(c) Personnel~~**~~GENERAL~~**

~~When competent authority personnel is authorised to conduct assessments for the issue and renewal of a unit endorsement who:~~

- ~~(a) do not hold the unit endorsement associated with the assessment, or~~
- ~~(b) hold the unit endorsement associated with the assessment without an OJT endorsement, an OJT holding the valid unit endorsement associated with the assessment should be present to ensure supervision on the operational working position.~~

Rationale — ATCO.AR.A.005

The removal of the provision allowing competent authorities to authorise their personnel to conduct assessments was proposed by the focal points. The possibility has only been used by one Member State that is not anymore Member of the European Union.



ATCO.AR.A.010 Tasks of the competent authorities

~~(a)~~ The tasks of the competent authorities shall include:

- ~~(1a)~~ the issue, suspension and revocation of licences, ratings, endorsements and of medical certificates;
- ~~(2b)~~ the issue of temporary OJTI authorisations according to ATCO.C.025;
- ~~(3c)~~ the issue of temporary assessor authorisations according to ATCO.C.065;
- ~~(4d)~~ the revalidation and renewal of endorsements;
- ~~(5e)~~ the revalidation, renewal and limitation of medical certificates following referral by the AME or AeMC;
- ~~(6f)~~ the issue, revalidation, renewal, suspension, revocation, limitation and change of aero-medical examiner certificates;
- ~~(7g)~~ the issue, suspension, revocation and limitation of training organisation certificates and of the certificates of aero-medical centres;
- ~~(8h)~~ the approval of training courses, **training** plans and unit competence schemes, as well as assessment methods;
- ~~(9i)~~ the approval of the assessment method for the demonstration of language proficiency and the establishment of requirements applicable to language assessment bodies according to ATCO.B.040;
- ~~(10j)~~ the approval of the need for the extended level (level five) language proficiency in accordance with ATCO.B.030(d);
- ~~(11k)~~ the monitoring of training organisations, including their training courses and plans;
- ~~(12l)~~ the approval and monitoring of the unit competence schemes;
- ~~(13m)~~ the establishment of appropriate appeal procedures and notification mechanisms;
- ~~(14n)~~ facilitating the recognition and exchange of licences, including the transfer of the records of air traffic controllers and return of the old licence to the issuing competent authority according to ~~ATCO.A.010~~ **ATCO.AR.D.003**;
- ~~(15o)~~ facilitating the recognition of training organisation certificates and course approvals.

ATCO.AR.A.015 Means of compliance

- (a) The Agency shall develop Acceptable Means of Compliance (AMC) that may be used to establish compliance with Regulation ~~(EC) No 216/2008~~ **(EU) 2018/1139** and its ~~implementing rules delegated and implementing acts~~. When AMC are complied with, the related requirements of the implementing rules are met.
- (b) Alternative means of compliance may be used to establish compliance with the **delegated and implementing acts** ~~implementing rules~~.
- (c) The competent authority shall establish a system to consistently evaluate that all alternative means of compliance used by itself or by organisations and persons under its oversight allow



the establishment of compliance with Regulation ~~(EC) No 216/2008~~ (EU) 2018/1139 and its ~~implementing rules~~ delegated and implementing acts.

- (d) The competent authority shall evaluate all alternative means of compliance proposed by an organisation in accordance with ATCO.OR.B.005 by analysing the documentation provided and, if considered necessary, conducting an inspection of the organisation.

When the competent authority finds that the alternative means of compliance are in accordance with the ~~delegated and implementing acts~~ ~~implementing rules~~, it shall without undue delay:

- (1) notify the applicant that the alternative means of compliance may be implemented and, if applicable, amend the approval or certificate of the applicant accordingly;
 - (2) notify the Agency of their content, including copies of all relevant documentation; and
 - (3) inform other Member States about alternative means of compliance that were accepted.
- (e) When the competent authority itself uses alternative means of compliance to achieve compliance with Regulation ~~(EC) No 216/2008~~ (EU) 2018/1139 and its ~~implementing rules~~ ~~delegated and implementing acts~~ it shall:
- (1) make them available to all organisations and persons under its oversight; and
 - (2) notify the Agency without undue delay.

The competent authority shall provide the Agency with a full description of the alternative means of compliance, including any revisions to procedures that may be relevant, as well as an assessment demonstrating that the implementing rules are met.

AMC1 ATCO.AR.A.015(d)(3) Means of compliance

GENERAL

The information to be provided to other Member States following approval of an alternative means of compliance should contain a reference to the Acceptable Means of Compliance (AMC) to which such means of compliance provides an alternative, as well as a reference to the corresponding ~~Implementing Rule~~ ~~delegated and implementing acts~~ of Regulation ~~(EC) No 216/2008~~ (EU) 2018/1139 indicating as applicable the subparagraph(s) covered by the alternative means of compliance.

Rationale — ATCO.AR.A.010, ATCO.AR.A.015 and AMC1 ATCO.AR.A.015(d)(3)

Editorial changes.

ATCO.AR.A.020 Information to the Agency

- (a) The competent authority shall without undue delay notify the Agency in case of any significant problems with the implementation of Regulation ~~(EC) No 216/2008~~ (EU) 2018/1139 and ~~this Regulation~~ its delegated and implementing acts within 30 days from the manifestation of such ~~problems~~.
- (b) ~~Without prejudice to Regulation (EU) No 376/2014 and its delegated and implementing acts,~~
The competent authority shall provide the Agency with safety-significant information



stemming from the occurrence reports ~~it has received~~ stored in the national database, as soon as possible.

AMC1 ATCO.AR.A.020(b) Information to the Agency

PROVISION OF SAFETY-SIGNIFICANT INFORMATION TO THE AGENCY

Each competent authority should appoint a coordinator to act as the contact point for the provision of safety-significant information to the Agency.

GM1 ATCO.AR.A.020(b) Information to the Agency

MEANING OF SAFETY-SIGNIFICANT INFORMATION STEMMING FROM OCCURRENCE REPORTS

~~The following should be considered safety-significant information from occurrence reports:~~

- ~~(a) — conclusive safety analyses that summarise individual occurrence data and provide an in-depth assessment of the safety issue. These safety analyses can be used for Agency rulemaking or for safety promotion activities such as the European Aviation Safety Plan; and~~
- ~~(b) — individual occurrence data where the Agency is the competent authority.~~

Safety-significant information stemming from occurrence reports means a conclusive safety analysis that summarises individual occurrence data and provides an in-depth analysis of a safety issue, which may be relevant for the Agency's safety action planning.

ATCO.AR.A.025 Immediate reaction to a safety problem

- (a) Without prejudice to Regulation (EU) No 376/2014 ~~of the European Parliament and of the Council~~¹⁴ ~~and its delegated and implementing acts~~, the competent authority shall implement a system to appropriately collect, analyse and disseminate safety information.
- (b) The Agency shall implement a system to appropriately analyse any relevant safety information received and without undue delay provide to Member States and the Commission any information, including recommendations or corrective actions to be taken, necessary for them to react in a timely manner to a safety problem involving products, parts, appliances, persons or organisations subject to Regulation ~~(EC) No 216/2008~~ (EU) 2018/1139 and its ~~implementing rules~~ ~~delegated and implementing acts~~.
- (c) Upon receiving the information referred to in points (a) and (b), the competent authority shall take adequate measures to address the safety problem.
- (d) Measures taken in accordance with point (c) shall immediately be notified to all persons or organisations which need to comply with them under Regulation ~~(EC) No 216/2008~~ (EU) 2018/1139 and its ~~implementing rules~~ ~~delegated and implementing acts~~. The competent authority shall also notify those measures to the Agency and, when combined action is required, to the other Member States concerned.

¹⁴ Regulation (EU) No 376/2014 of the European Parliament and of the Council of 3 April 2014 on the reporting, analysis and follow-up of occurrences in civil aviation, amending Regulation (EU) No 996/2010 of the European Parliament and of the Council and repealing Directive 2003/42/EC of the European Parliament and of the Council and Commission Regulations (EC) No 1321/2007 and (EC) No 1330/2007 (OJ L 122, 24.4.2014, p. 18–43).



Rationale — ATCO.AR.A.020, AMC & GM to ATCO.AR.A.020 and ATCO.AR.025

Alignment of implementing rules and AMC/GM with Regulation (EU) No 376/2014 — Occurrence reporting (RMT.0681) resulting from NPA 2016-19 and its associated CRD.

SUBPART B — MANAGEMENT**ATCO.AR.B.001 Management system**

- (a) The competent authority shall establish and maintain a management system, including as a minimum:
- (1) documented policies and procedures to describe its organisation, means and methods to achieve compliance with Regulation ~~(EC) No 216/2008~~ (EU) 2018/1139 and this Regulation. The procedures shall be kept up to date and serve as the basic working documents within that competent authority for all related tasks;
 - (2) a sufficient number of personnel, including licensing and certification inspectors, to perform its tasks and discharge its responsibilities. Such personnel shall be qualified to perform their allocated tasks and have the necessary knowledge, experience, initial, on-the-job and recurrent training to ensure continuing competence. A system shall be in place to plan the availability of personnel in order to ensure the proper completion of all related tasks;
 - (3) adequate facilities and office accommodation to perform the allocated tasks;
 - (4) a function to monitor compliance of the management system with the relevant requirements and adequacy of the procedures, including the establishment of an internal audit process and a safety risk management process. Compliance monitoring shall include a feedback system of audit findings to the senior management of the competent authority to ensure implementation of corrective actions as necessary; and
 - (5) a person or group of persons ultimately responsible to the senior management of the competent authority for the compliance monitoring function.
- (b) The competent authority shall, for each field of activity included in the management system, appoint one or more persons with the overall responsibility for the management of the relevant task(s).
- (c) The competent authority shall establish procedures for ~~the~~ participation in **a mutual** ~~the~~ exchange of all necessary information and assistance with other competent authorities concerned, including information exchange on ~~all~~ **the relevant** findings raised and follow-up actions taken as a result of oversight of persons and organisations exercising activities in the territory of a Member State, but certified by the competent authority of another Member State or the Agency.
- (d) A copy of the procedures related to the management system and their amendments shall be made available to the Agency for the purpose of standardisation.



AMC1 ATCO.AR.B.001(a)(2) Management system

TRAINING PROGRAMME AND RECURRENT TRAINING

- (a) The competent authority should establish a training programme for its personnel and a plan for its implementation. The training programme should include, as appropriate to the role, current knowledge, experience and skills of the personnel, at least the following:
- (1) organisation and structure of the aviation legislation;
 - (2) the Chicago Convention, its relevant annexes and documents, the applicable requirements of Regulation ~~(EC) No 216/2008~~ (EU) 2018/1139, its ~~Implementing Rules delegated and implementing acts~~ and related Acceptable Means of Compliance, Certification Specifications and Guidance Material, as well as ~~an~~ assessment methodology of the alternative means of compliance and the applicable national legislation;
 - (3) the applicable requirements and procedures; and
 - (4) areas of particular interest.
- (b) The training programme and plan should be updated, as needed, to reflect, at least, changes in aviation legislation and industry. The training programme should also cover the specific needs of the personnel and the competent authority.
- (c) The competent authority should ensure that its personnel, including its ATM/ANS inspectors, undergo recurrent training at regular intervals as defined by the competent authority or whenever deemed necessary, in order to be kept up to date.

GM1 ATCO.AR.B.001(c) Management system

EXCHANGE OF ALL NECESSARY INFORMATION

'All necessary information' refers to the relevant information related to the oversight of persons and organisations concerned (exercising activities within the territory of the Member State, but overseen, certified or licensed by the competent authority of another Member State or the Agency), as agreed between these competent authorities.

Rationale — ATCO.AR.B.001 and AMC & GM to ATCO.AR.B.001

Based on the implementation feedback received from the EASA ABs and standardisation inspections, it was deemed necessary to improve the text on the mutual exchange of the necessary information with other competent authorities concerned to address 'the relevant findings' instead of 'all findings', which was the initial intent of the provision. The wording is based on the wording proposed through Opinion No 01/2021.

GM provided to further clarify what the necessary information to be exchanged should include.

ATCO.AR.B.005 Allocation of tasks to qualified entities

- (a) If the competent authority allocates tasks related to the initial certification or continuous oversight of persons or organisations subject to Regulation ~~(EC) No 216/2008~~ (EU) 2018/1139



and its ~~implementing rules~~ **delegated and implementing acts**, they shall only be allocated to qualified entities. When allocating tasks, the competent authority shall ensure that it has:

- (1) a system in place to initially and continuously assess that the qualified entity complies with Annex VI to Regulation ~~(EC) No 216/2008~~ **(EU) 2018/1139**.

This system and the results of the assessments shall be documented;

- (2) established a documented agreement with a qualified entity, approved by both parties at the appropriate management level, which clearly defines:
 - (i) the tasks to be performed;
 - (ii) the declarations, reports and records to be provided;
 - (iii) the technical conditions to be met in performing such tasks;
 - (iv) the related liability coverage; and
 - (v) the protection given to information acquired in carrying out such tasks.
- (b) The competent authority shall ensure that the internal audit process and a safety risk management process required by ATCO.AR.B.001(a)(4) cover all certification or oversight tasks performed on its behalf.

GM1 ATCO.AR.B.005 Allocation of tasks to qualified entities

~~CERTIFICATION TASKS~~ **GENERAL**

The competent authority may decide to allocate to qualified entities certain or all of its tasks that are assigned to such authority under this Regulation

~~The tasks that may be performed by a qualified entity on behalf of the competent authority include those related to the initial certification and oversight of training organisations as defined in this Regulation, excluding:~~

- ~~(a) the issue, suspension and revocation of licences, ratings and endorsements;~~
- ~~(b) the issue of temporary OJT authorisations according to ATCO.C.025;~~
- ~~(c) the issue of temporary assessor authorisations according to ATCO.C.065;~~
- ~~(d) the issue, renewal, suspension, revocation and limitation of training organisation certificates.~~

Rationale — GM1 ATCO.AR.B.005

The GM has been amended to be in line with the Basic Regulation, Article 69.

ATCO.AR.B.010 Changes to the management system

- (a) The competent authority shall have a system in place to identify changes that affect its capability to perform its tasks and discharge its responsibilities as defined in Regulation ~~(EC) No 216/2008~~ **(EU) 2018/1139** and this Regulation. It shall enable it to take action, as appropriate, to ensure that the management system remains adequate and effective.



- (b) The competent authority shall update its management system to reflect any change to Regulation ~~(EC) No 216/2008~~ (EU) 2018/1139 and this Regulation in a timely manner in order to ensure effective implementation.
- (c) The competent authority shall notify the Agency of changes affecting its capability to perform its tasks and discharge its responsibilities as defined in Regulation ~~(EC) No 216/2008~~ (EU) 2018/1139 and this Regulation.

ATCO.AR.B.015 Record-keeping

- (a) Competent authorities shall maintain a list of all organisation certificates and personnel licences and certificates they issue.
- (b) The competent authority shall establish a system of record-keeping providing for adequate storage, accessibility and reliable traceability of:
 - (1) the management system's documented policies and procedures;
 - (2) training, qualification and authorisation of its personnel;
 - (3) the allocation of tasks, covering the elements required by ATCO.AR.B.005 as well as the details of tasks allocated;
 - (4) certification processes and continuing oversight of certified organisations;
 - (5) details of courses provided by training organisations;
 - (6) processes for the issue of licences, ratings, endorsements and certificates, and for the continuing oversight of the holders of those licences, ratings, endorsements and certificates;
 - (7) continuing oversight of persons and organisations exercising activities within the territory of the Member State, but certified by the competent authority of another Member State, as agreed between these authorities;
 - (8) findings, corrective actions and date of action closure;
 - (9) enforcement measures taken;
 - (10) safety information and follow-up measures;
 - (11) the use of flexibility provisions in accordance with Article 14 71 of Regulation ~~(EC) No 216/2008~~ (EU) 2018/1139; and
 - (12) the evaluation and notification to the Agency of alternative means of compliance proposed by organisations and the assessment of alternative means of compliance used by the competent authority itself.
- (c) Records shall be kept for a minimum period of 5 years and with regard to personnel licences for a minimum period of 10 years after the expiry of the last endorsement on the licence, subject to applicable data protection law.

Rationale — ATCO.AR.B.010 and ATCO.AR.B.015

Legal references have been amended.



SUBPART C — OVERSIGHT AND ENFORCEMENT**ATCO.AR.C.001 Oversight**

- (a) The competent authority shall verify:
- (1) compliance with requirements applicable to organisations or persons prior to the issue of an organisation certificate or personnel licence, certificate, rating or endorsement, as applicable;
 - (2) the continued compliance with the applicable requirements and the conditions attached to the training organisation's certificate, as well as the applicable requirements for training courses, **training** plans and **unit competence** schemes it has approved and requirements applicable to personnel;
 - (3) implementation of appropriate safety measures mandated by the competent authority as defined in ATCO.AR.A.025(c) and (d).
- (b) This verification shall:
- (1) be supported by documentation specifically intended to provide guidance to the personnel responsible for safety oversight in order to perform their functions;
 - (2) provide persons and organisations concerned with the results of the safety oversight activity;
 - (3) be based on audits and inspections including, as appropriate, unannounced inspections; and
 - (4) provide the competent authority with the evidence needed in case further action is required, including the measures foreseen in ATCO.AR.C.010 and ATCO.AR.E.015.
- (c) The scope of oversight shall be determined on the basis of the scope and results of past oversight activities and safety priorities.
- (d) Without prejudice to the competencies of the Member States, the scope and results of oversight of activities performed in the territory of a Member State by persons or organisations established or residing in another Member State shall be determined on the basis of the safety priorities, as well as past oversight activities.
- (e) Where the activity of a person or organisation involves more than one Member State, the competent authority responsible for the oversight according to points (a) to (c) may agree to specific alternative oversight arrangements with the other competent authority(ies). Any person or organisation subject to such agreement shall be informed of its existence and of its scope.

AMC1 ATCO.AR.C.005 Oversight programme**AUDIT AND INSPECTION**

- (a) The audit and inspection of a certified training organisation should be conducted through checking of the facility for compliance, interviewing personnel and sampling relevant training courses to assess their conduct and standard.



- (b) Such audit and inspection should focus in addition to the items of ~~AMC1-ATCO.AR.E.010~~ **AMC1 ATCO.AR.E.001(a)** on:
- (1) information on the competence of instructors and assessors;
 - (2) evidence of sufficient funding;
 - (3) adequacy of the facilities to the courses being conducted and to the number of persons undertaking training;
 - (4) synthetic training devices;
 - (5) documentation, in particular documents related to courses, information on the updating system, training and operations manual;
 - (6) training records and forms.

Rationale — ATCO.AR.C.001 and AMC1 ATCO.AR.C.005

Wrong reference corrected in AMC1 ATCO.AR.C.005.

SUBPART D — ISSUE, REVALIDATION, RENEWAL, SUSPENSION AND REVOCATION OF LICENCES, RATINGS, ENDORSEMENTS AND AUTHORISATIONS

GM1 ATCO.AR.D.001(a) Procedure for the issue, revalidation and renewal of licences, ratings, endorsements and authorisations

APPLICATION FORM FOR THE ISSUE, REVALIDATION AND RENEWAL OF LICENCES, RATINGS AND ENDORSEMENTS

APPLICATION FOR ISSUE/REVALIDATION/RENEWAL OF (STUDENT) AIR TRAFFIC CONTROLLER (ATCO) LICENCE, RATINGS AND ENDORSEMENTS
Part A: APPLICANT’S DETAILS
Name: Permanent address:..... Tel.:..... Mobile:..... E-mail address:..... Nationality: Date (dd/mm/yyyy) and place of birth:.....
(STUDENT) ATCO LICENCE DETAILS (if applicable): Licence serial No: Date of issue (dd/mm/yyyy):
EMPLOYER’S DETAILS (if applicable): Name:
Part B: APPLICATION FOR (Tick the relevant boxes)
<input type="checkbox"/> Issue of Student ATCO Licence, rating(s) and rating endorsements) (Part C, E and F of this form)
<input type="checkbox"/> Language proficiency endorsement(s) (Part C, E and F of this form)
<input type="checkbox"/> Issue of ATCO Licence, rating(s) and rating endorsements) (Part C, E and F of this form)
<input type="checkbox"/> Revalidation of ATCO Licence rating, endorsements (Part C, D, E and F of this form)
<input type="checkbox"/> Renewal of ATCO Licence rating, endorsements (Part C, D, E and F of this form)
Part C: RATING/RATING ENDORSEMENT/ATC UNIT/Sector



3. Proposed amendments and rationale in detail

ADI ADC <input type="checkbox"/>	(Unit, sector, working position)	TWR <input type="checkbox"/>	GMC <input type="checkbox"/>	GMS <input type="checkbox"/>	AIR <input type="checkbox"/>	RADSUR <input type="checkbox"/>
APS <input type="checkbox"/>	(Unit, sector, working position)	PAR <input type="checkbox"/>	SRA <input type="checkbox"/>	TCL <input type="checkbox"/>		
ACS <input type="checkbox"/>	(Unit, sector, working position)	TCL <input type="checkbox"/>	OCN <input type="checkbox"/>			
ACP <input type="checkbox"/>	(Unit, sector, working position)	OCN <input type="checkbox"/>				
ADV <input type="checkbox"/>	(Unit, sector, working position)					
APP <input type="checkbox"/>	(Unit, sector, working position)					
Licence endorsements						
OJTI <input type="checkbox"/>	STDI <input type="checkbox"/>	Assessor <input type="checkbox"/>	Language proficiency endorsement — level 4 <input type="checkbox"/> — level 5 <input type="checkbox"/> — level 6 <input type="checkbox"/>	Local (specify language) _ language proficiency endorsement* — level 4 <input type="checkbox"/> — level 5 <input type="checkbox"/> — level 6 <input type="checkbox"/> * Optional, if imposed by the Member State for reasons of safety at the ATC unit as published in AIP.		



Part D: Unit endorsement revalidation/renewal

The applicant meets the requirements according to Regulation (EU) and to the unit competence scheme of unit
 The unit/licence endorsements annotated below are revalidated/renewed * (delete as appropriate).
 Based on this, **REVALIDATION/RENEWAL** can be done as listed below:

Unit endorsement:		Valid until:	
Unit endorsement:		Valid until:	
Unit endorsement:		Valid until:	
Unit endorsement:		Valid until:	
Unit endorsement:		Valid until:	
Unit endorsement:		Valid until:	

I certify that the data is complete and true Authorised assessor:	Name:	Assessor's licence number:	Signature:
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Part E: Declaration

I hereby:

- apply for the issue/revalidation/renewal of (Student) ATCO Licence, ratings and/or endorsements as indicated;
- confirm that the information contained herein is correct at the time of the application;
- confirm that I am not holding any (Student) ATCO Licence issued in another Member State;
- confirm that I have not applied for any (Student) ATCO Licence in another Member State; and
- confirm that I have never held a (Student) ATCO Licence issued in another Member State which has been revoked or suspended in any other Member State.

I understand that any incorrect information provided herein could prohibit me from holding a (Student) ATCO Licence.

Signed: Name:

Date (dd/mm/yyyy):

Part F: Certificates/Documents

- Please enclose all relevant certificates and/or documents:
- Copy of Student ATCO Licence, if applicable
 - Copy of passport or other national ID
 - Copy of medical certificate
 - Copy of relevant training certificate/documents proving the successful completion of:
 - Initial training (integrated)
 - Basic training
 - Rating training
 - Unit training
 - Practical instructor training
 - Assessor training
 - Refresher training
 - Copy of language proficiency certificate(s): language(s)
 - Certificate by ATC provider proving that the licence holder has fulfilled the requirements in accordance with the approved unit competence scheme
 - Copy of the competence assessment form
 - Copy



Rationale — GM1 ATCO.AR.D.001(a)

Application form (GM) updated to reflect the proposed changes in ratings and rating endorsements.

ATCO.AR.D.003 Change of competent authority

- (a) Upon receiving a licence holder’s request for a change of competent authority, the receiving competent authority shall, without undue delay, request the competent authority of the licence holder to transfer, without undue delay all of the following:
 - (1) a verification of the licence;
 - (2) copies of the licence holder’s medical records kept by that competent authority. The medical records shall be transferred in a confidential manner in accordance with point ATCO.MED.A.015 of Annex IV (Part-ATCO.MED) and shall include a summary of the relevant medical history of the applicant, verified and signed or electronically authenticated by the medical assessor.
- (b) The transferring competent authority shall keep the licence holder’s original licensing and medical records.
- (c) The receiving competent authority shall, without undue delay, exchange the licence and medical certificate provided that it has received and processed all documents specified in point (a). Upon the exchange of the licence and medical certificate, the receiving competent authority shall immediately request the licence holder to surrender to it the licence issued by the transferring competent authority and the associated medical certificate.
- (d) The new licence shall include ratings, rating endorsements, licence endorsements and all valid unit endorsements in the licence, including the date of their first issue and expiry, if applicable.
- (e) The receiving competent authority shall immediately notify the transferring competent authority once it has exchanged the licence and medical certificate and the licence holder has surrendered the licence and medical certificate pursuant to point (c). Until such a notification is received, the transferring competent authority remains responsible for the licence and the medical certificate originally issued to that licence holder.

AMC1 ATCO.AR.D.003(a)(1) Change of competent authority

LICENCE VERIFICATION FORM		
It is required that this form is filled in and signed by the issuing competent authority of the licence being transferred.		
ITEM	DESCRIPTION	
1	State of licence(s) issue	Country
2	Title of licence	ATCO or Student ATCO
3	Licence issue date	
4	Full name (Last and first names)	LAST NAME 1, LAST NAME 2, etc. First name 1, First name 2, etc.
5	Date of birth (dd/mm/yyyy)	xx/xx/xxxx
6	Address	



	(if indicated on the licence)		
7	Contact details: email and phone number.	e.g. example@example.eu +(country code) xxxxxxxx	
8	Nationality	Country	
9	Transferring competent authority	Country and authority	
10	Valid and non-expired unit, instructor and assessor endorsements held	Endorsements	Valid until (dd/mm/yyyy)
		e.g. EDDK APS/SRA	xx/xx/xxxx
		e.g. OJT STDI Assessor	xx/xx/xxxx
11	Ratings and rating endorsements held	Ratings and rating endorsements	Date of first issue (dd/mm/yyyy)
		e.g. ADI ACS GMC PAR	xx/xx/xxxx
12	Remarks, i.e. licence endorsements relating to language proficiency level and validity (English, others)	Language proficiency endorsements	
		Language	Level
			Validity (dd/mm/yyyy)
13	Past or pending enforcement action*	Yes <input type="checkbox"/> No <input type="checkbox"/> (If yes, please give details on a separate page.)	

* Item 13: specify if there is a current investigation into the medical certificate and licence, or suspension or revocation thereof.

AMC1 ATCO.AR.D.003(a)(2) Change of competent authority

TRANSFER OF MEDICAL FILES

When transferring the summary of the applicant's relevant medical history and copies of medical records to the receiving competent authority, the transferring competent authority should include at least all of the following:

(a) copies of:

- (1) the most recent aero-medical report containing the detailed results of the aero-medical examinations and assessments that are required for a class 3 medical certificate;
- (2) the application form, examination form, and medical certificate issued;
- (3) the most recent electrocardiogram (ECG), ophthalmological and ear-nose-throat (ENT), including audiometry, examination reports, as applicable for class 3 medical certification;



- (4) the initial medical examination or the supporting documents for the last medical-file transfer between licensing authorities; where this is not available, a copy of the medical report from the last three aero-medical examinations should be transferred as an alternative;
 - (5) the mental health assessment, as applicable for a class 3 medical certificate; and
 - (6) any other relevant medical documentation; and
- (b) the ‘Summary of medical history’ form of AMC1 ATCO.AR.D(a)(2), filled in and signed or electronically authenticated by the medical assessor.

AMC2 ATCO.AR.D.003(a)(2) Change of competent authority

SUMMARY OF MEDICAL HISTORY — FORM FOR THE TRANSFER OF MEDICAL RECORDS

SUMMARY OF MEDICAL HISTORY — FORM FOR THE TRANSFER OF ATCO MEDICAL RECORDS		
*MEDICAL CONFIDENTIALITY SHALL BE RESPECTED AT ALL TIMES – ATCO.MED.A.015		
Item	Description	
1	State of licence issue	Country
2	Title of licence and corresponding serial number of licence(s) held (or national medical reference number)	UN country code ATCO.xxx
3	Full name (Last and first names)	LAST NAME 1, LAST NAME 2, etc. First name 1, First name 2, etc.
4	Date of birth (dd/mm/yyyy)	dd/mm/yyyy
5	Address	
6	Contact details: - email: - phone number:	e.g. (a) example@example.eu (b) +(country code) xxxxxxxxxxx
7	Nationality	Country
8	Transferring authority	Country and authority
9	Initial medical certificate:	Date of issue
		Date of examination
		Type (European Class 3, Part ATCO.MED, or National)
10	Dates of last three revalidation/renewal examinations (if any)	
12	Limitations (if any)	
13	Comments on any relevant aspect of the applicant’s medical history or examination (if appropriate, please enclose reports)	



	Enclose as minimum the examinations and investigation results as required by AMC1 ATCO.AR.D.003(a) Change of competent authority, point (a)	
14	Past or pending enforcement action**	Yes <input type="checkbox"/> No <input type="checkbox"/> (If yes, please give details on a separate page)

If there is insufficient space on this form for any information, please use an additional page.

Certification		
I, Dr, as medical assessor of the (competent authority name)....., certify that the details given above and on any additional pages included are true and correct.		
Date	Signature	Transferring authority and stamp/seal

Rationale — ATCO.AR.D.003 and AMC to ATCO.AR.D.003

New provisions are introduced to clarify the competent authorities’ responsibilities after having received a request for a change of competent authority (see also ATCO.A.010). A licence verification form, the list of medical files to be transferred and a form for the transfer of ATCO medical records are provided as AMC.

ATCO.AR.D.005 Revocation and suspension of licences, ratings and endorsements

- (a) For the purpose of ATCO.A.020, the competent authority shall establish administrative procedures for the suspension and revocation of licences, ratings and endorsements.
- (b) The competent authority may suspend the licence in the case of provisional inability not being terminated according to the procedures referred to in ATCO.A.015 ~~(e)~~(d).
- (c) The competent authority shall suspend or revoke a licence, rating or endorsement in accordance with ATCO.AR.C.010 in particular in the following circumstances:
 - (1) exercising the privileges of the licence when the licence holder no longer complies with the applicable requirements of this Regulation;
 - (2) obtaining a student air traffic controller or an air traffic controller licence, rating, endorsement or certificate by falsification of submitted documentary evidence;
 - (3) falsification of the licence or certificate records;
 - (4) exercising the privileges of the licence, rating(s) or endorsement(s) under the influence of psychoactive substances.
- (d) In cases of suspension or revocation of licences, ratings and endorsements, the competent authority shall notify ~~inform the licence holder~~ in writing the relevant air navigation service



provider and the licence holder of this decision and inform of ~~their~~ the licence holder's of his or her right of appeal in accordance with the procedures established in ATCO.AR.A.010(a)~~(14)~~(13).
~~The suspension or revocation of the assessor endorsement should be notified to the relevant air navigation service provider as well.~~

- (e) The competent authority shall also suspend or revoke a licence, rating or endorsement upon written request of the licence holder.

Rationale — ATCO.AR.D.005

Incorrect references corrected in (b) and (d).

The obligation of the competent authorities to inform the relevant ANSP of possible suspension or revocation has been expanded, as the ANSPs will be equally interested in the suspension or revocation of any licences, ratings and endorsements (not only assessor endorsement) as far as their personnel is concerned.



SUBPART E — CERTIFICATION PROCEDURE FOR AIR TRAFFIC CONTROLLER TRAINING ORGANISATIONS**ATCO.AR.E.001 ~~Application and~~ Certification procedure for training organisations and issue of certificate**

- (a) Upon receiving an application for the issue of a training organisation certificate, the competent authority shall verify the training organisation's compliance with the applicable requirements of this Regulation ~~set out in Annex III~~.
- (b) The competent authority may require any audits, inspections or assessments of the training organisation it finds necessary before issuing the certificate.
- ~~(b)~~ (c) If the applicant training organisation fulfils the applicable requirements, the competent authority shall issue a certificate using the format established in Appendix 2 ~~of~~ to Annex II.
- (d) The certificate shall be issued for an unlimited duration. The activities that the training organisation is approved to conduct shall be specified in the attachment to the certificate.
- (e) The certificate shall not be issued where a level 1 finding remains open. In exceptional circumstances, finding(s), other than level 1, shall be assessed and mitigated as necessary by the training organisation and a corrective action plan for closing the finding(s) shall be approved by the competent authority prior to the certificate being issued.
- ~~(e)~~ (f) To enable an organisation to implement changes without prior competent authority's approval in accordance with ATCO.OR.B.015 and ATCO.AR.E.010(c), the competent authority shall approve the procedure submitted by the training organisation defining the scope of such changes and describing how such changes will be managed and notified.

AMC1 ATCO.AR.E.001(a);(b) ~~Application and~~ Certification procedure for training organisations and issue of certificate**VERIFICATION OF COMPLIANCE**

- (a) The competent authority should verify the applicant's compliance through an audit of the organisation, including interviews of personnel and inspections carried out at the organisation's facilities.
- (b) The competent authority should only conduct such audit after being satisfied that the application for a certificate complies with the applicable requirements.
- (c) The audit should include but should not be limited to the following areas:
- (1) detailed management structure, including names and qualifications of personnel required by ATCO.OR.C.010, adequacy of the organisation and management structure;
 - (2) adequacy of number and qualifications of personnel;
 - (3) safety management and compliance monitoring with applicable requirements;
 - (4) adequacy of the facilities with regard to the organisation's scope of training;



- (5) documentation on the basis of which the certificate shall be granted (organisation documentation as required by Annex III (Part ATCO.OR), including manuals, training plans and course documentation).
- (d) In case of non-compliance, the applicant should be informed in writing of the corrections required.

AMC1 ATCO.AR.E.001(b) — Application and certification procedure for training organisations

ISSUE OF A CERTIFICATE

- ~~(a) — The attachment to the air traffic controller training organisation's certificate should specify the privileges that the air traffic controller training organisation has obtained to provide and conduct the corresponding training.~~
- ~~(b) — The certificate should not be issued where a level 1 finding remains open. In exceptional circumstances, finding(s), other than level 1, should be assessed and mitigated as necessary by the air traffic controller training organisation and a corrective action plan for closing the finding(s) should be approved by the competent authority prior to the issue of the certificate.~~

GM1 ATCO.AR.E.001(e) Certification procedure for training organisations and issue of certificate

CERTIFICATE

Remarks in the attachment to the ATCO training organisation certificates may, as appropriate, be related to:

- (a) sites where the initial training is to be provided, if different from the principal place of the operation;
- (b) provision of information reasonably required for the verification of the continuous compliance with the requirements;
- (c) contracts, agreements or other arrangements between the training organisation and a third party and which concern the training(s);
- (d) any possible (legal) conditions, which are not specific to the trainings, etc.

Rationale — ATCO.AR.E.001 and AMC & GM to ATCO.AR.E.001

To align with the ATM/ANS Regulation:

- the title has been amended;
- the text in (a) has been amended;
- a new provision has been introduced in the new point (b); and
- the content of the proposed to be deleted AMC1 ATCO.AR.E.001(b) has been moved to IR level on the new points (d) and (e).

New GM has been introduced to provide additional guidance on what information the competent authorities may include in the attachment to the training organisation certificate.

AMC1 ATCO.AR.E.010(a) Changes to the training organisations

CHANGES REQUIRING PRIOR APPROVAL

- (a) Upon receipt of an application for a proposed change that requires prior approval, the competent authority should, in due time:
- (1) assess the proposed change in relation to the training organisation's certificate or the training approval attached or the management system of it, and the applicable requirements of Part ATCO.OR, as well as any other applicable requirements; ~~and~~
 - (2) assess the actions proposed by the training organisation in order to show compliance; ~~and~~
 - (3) notify the service provider of its approval/rejection without delay.
- (b) The competent authority should, in due time, verify the compliance of the training organisation and, depending on the change, examine the need for prescribing any condition for the operation of it during the change.
- (c) For changes requiring prior approval, the competent authority may conduct an audit of the organisation in order to verify the training organisation's compliance with the applicable requirements.
- (d) When notifying the training organisation ~~in accordance with AMC1 ATCO.AR.E.010(c)(1)~~, the competent authority should also inform the organisation of the right of appeal, as exists under the applicable national legislation.

Rationale — AMC1 ATCO.AR.E.010(a)

Wording clarified and aligned with similar provisions in Regulation (EU) 2017/373 and their associated AMC.

ATCO.AR.E.015 Findings, ~~and~~ corrective actions and enforcement measures

- (a) The competent authority shall have a system to analyse findings for their safety significance ~~and~~ ~~decide on enforcement measures on the basis of the risk posed by the training organisation's non-compliance.~~
- (b) A level 1 finding shall be issued by the competent authority when any significant non-compliance is detected with the applicable requirements of Regulation ~~(EC) No 216/2008~~ ~~(EU) 2018/1139~~ and this Regulation, ~~with the training organisation's procedures and manuals, with the type(s) of training and/or service(s) provided or certificate(s)~~ ~~with the certificate and/or its terms of approval and privileges,~~ which ~~lowers or seriously endangers safety and/or results in a significant degradation of the training provided~~ ~~poses a significant risk to flight safety and/or~~



otherwise calls into question the training organisation's capability to continue the training provision.

A level 1 finding shall include, but shall not be limited to:

- (1) providing training in a way which introduces a significant risk to flight safety;
- ~~(1)~~ (2) failure to give the competent authority access to the training organisation's facilities as defined in ATCO.OR.B.025 during normal operating hours and after two written requests;
- ~~(2)~~ (3) obtaining or maintaining the validity of the training organisation certificate by falsification of submitted documentary evidence;
- ~~(3)~~ (4) evidence of malpractice or fraudulent use of the training organisation certificate; and
- ~~(4)~~ (5) the lack of an accountable manager.

(c) A level 2 finding shall be issued by the competent authority when any other non-compliance is detected with the applicable requirements of Regulation ~~(EC) No 216/2008~~ (EU) 2018/1139 and this Regulation, with the training organisation's procedures and manuals, or with the type(s) of training and/or service(s) provided or certificate(s) which could lower or endanger safety and/or could result in a degradation of the training provided.

(d) When a finding is detected during oversight or by any other means, the competent authority shall, without prejudice to any additional action required by Regulation ~~(EC) No 216/2008~~ (EU) 2018/1139 and this Regulation, communicate the finding to the training organisation in writing and request corrective action to address the non-compliance(s) identified.

(1) In the case of level 1 findings, the competent authority shall take immediate and appropriate action to prohibit or limit activities, and if appropriate, it shall take action to revoke the certificate or to limit or suspend it in whole or in part, depending upon the extent of the finding, until successful corrective action has been taken by the training organisation.

(2) In the case of level 2 findings, the competent authority shall:

- (i) grant the training organisation a corrective action implementation period included in an action plan appropriate to the nature of the finding; and
- (ii) assess the corrective action and implementation plan proposed by the training organisation and, if the assessment concludes that they are sufficient to address the non-compliance(s), accept these.

(3) Where a training organisation fails to submit an acceptable corrective action plan, or to perform the corrective action within the time period accepted or extended by the competent authority, the finding shall be raised to a level 1 finding, and action shall be taken as laid down in point (d)(1).

(e) The competent authority shall record all findings it has raised and, where applicable, the enforcement measures it has applied, as well as all corrective actions and the date of action closure for findings.



- (f) For cases not requiring the issue of level 1 and 2 findings, the competent authority may issue observations.

~~AMC1 ATCO.AR.E.015(d)(2) – Findings and corrective actions~~

~~CORRECTIVE ACTION IMPLEMENTATION PERIOD~~

~~The corrective action implementation period included in an action plan granted by the competent authority initially should not exceed three months. At the end of this period, and subject to the nature of the finding, the competent authority may extend the three-month period subject to a satisfactory corrective action plan agreed to by the competent authority.~~

~~GM1 ATCO.AR.E.015(d)(2) – Findings and corrective actions~~

~~CORRECTIVE ACTION IMPLEMENTATION PERIOD~~

~~The three-month period should commence from the date of the communication of the finding to the training organisation in writing and requesting corrective action to address the non-compliance(s) identified in accordance with ATCO.AR.E.015(d).~~

Rationale — ATCO.AR.E.015 and AMC & GM to ATCO.AR.E.015

Title and text amended in order to align with the ATM/ANS Regulation.

The AMC and GM on the corrective action implementation period are proposed to be deleted. This is mainly because experience has shown that 3 months may not be long enough to implement comprehensive actions and the requirement may just lead to numerous extensions being applied. A short timeline could possibly lead to increased cost e.g. if there is a need to invest in a new simulator. It also needs to be considered that an ATCO training organisation's corrective actions can be linked to those of an ANSP and that similar timelines in the ATM/ANS Regulation only apply for DAT providers.



**APPENDIX 1 ~~OF~~ TO ANNEX II
FORMAT FOR LICENCE****AIR TRAFFIC CONTROLLER LICENCE**

The air traffic controller licence issued in accordance with this Regulation shall conform to the following specifications:

- (a) Content. The item number shall always be printed in association with the item heading. Items I to XI are the 'permanent' items, and items XII to XIV are the 'variable' items which may appear on a separate or detachable part of the main form as prescribed below. Any separate or detachable part shall be clearly identifiable as part of the licence.
1. Permanent items:
 - (I) State of licence issue;
 - (II) title of licence;
 - (III) serial number of the licence with the United Nations (UN) country code of the State of licence issue and followed by '(Student) ATCO Licence' and a code of numbers and/or letters in Arabic numerals and in Latin script;
 - (IV) name of holder in full (in Latin script, even if the script of the national language(s) is other than Latin);
 - (IVa) date of birth;
 - (V) holder's address, if required by the competent authority;
 - (VI) nationality of holder;
 - (VII) signature of holder;
 - (VIII) competent authority;
 - (IX) certification of validity and authorisation for the privileges granted, including the dates when they were first issued;
 - (X) signature of officer issuing the licence and the date of such issue;
 - (XI) seal or stamp of the competent authority.
 2. Variable items:
 - (XII) ratings and endorsements with expiry dates;
 - (XIII) remarks: language proficiency endorsements; and
 - (XIV) any other details required by the competent authority.
- (b) The licence shall be accompanied by a valid medical certificate, except when ~~only STD~~ instructor or assessor privileges are exercised in a synthetic training device environment.
- (c) Material. First quality paper and/or other suitable material, including plastic cards, shall be used to prevent or readily show any alterations or erasures. Any entries or deletions in the form will be clearly authorised by the competent authority.



- (d) Language. Licences shall be written in English and, if required by Member States, in national language(s) and other languages as deemed appropriate..

(...)

IX	<p>Validity of privileges: <i>The holder is entitled to exercise the privileges of the following rating(s) and rating endorsement(s), when validated:</i></p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;">Rating(s)</th> <th style="text-align: center;">Date of first issue</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> </tbody> </table> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;">Rating endorsement(s)</th> <th style="text-align: center;">Date of first issue</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> </tbody> </table>	Rating(s)	Date of first issue													Rating endorsement(s)	Date of first issue																					<p>Requirements:</p> <p>English and any language(s) determined by the competent authority.</p> <p>The date of first issue of a rating and/or rating endorsement shall be the date of successful completion of the training relevant to that rating and/or rating endorsement.</p> <p>Ratings and rating endorsements that are not in use anymore but have been issued before dd.mm.yyyy (date of application) will be marked with an * and maintained for tracking purposes.</p>
	Rating(s)	Date of first issue																																				
Rating endorsement(s)	Date of first issue																																					

Abbreviations

<i>Air traffic controller ratings</i>		Requirements: N/A
ADV	Aerodrome Control Visual	
ADI	Aerodrome Control Instrument	
ADC	Aerodrome Control	
APP	Approach Control Procedural	
APS	Approach Control Surveillance	
ACP	Area Control Procedural	
ACS	Area Control Surveillance	



<i>Rating endorsements</i>	
SUR	Aerodrome Control Surveillance
<i>AIR</i>	Air Control
<i>GMC</i>	Ground Movement Control
<i>TWR</i>	Tower Control
<i>GMS</i>	Ground Movement Surveillance
<i>RAD</i>	Aerodrome Radar Control
<i>PAR</i>	Precision Approach Radar
<i>SRA</i>	Surveillance Radar Approach
<i>TCL</i>	Terminal Control
<i>OCN</i>	Oceanic Control
<i>Licence endorsements</i>	
<i>OJTI</i>	On-the-job training instructor
<i>STDI</i>	Synthetic training device instructor
<i>Assessor</i>	Assessor

Rationale— Format for licence

Text in (b) amended to clarify that instructors or assessors are not required to hold a valid medical certificate if they exercise the privileges in a synthetic training device environment.

Explanation added in IX on the inclusion of ratings and rating endorsements that are not in use anymore but have been issued before the applicability of the amendment.

The new ADC rating and SUR rating endorsement have been included in the abbreviations. The abbreviations of removed rating endorsements have been kept as these can still appear in IX.



ANNEX III (PART ATCO.OR)

REQUIREMENTS FOR AIR TRAFFIC CONTROLLER TRAINING ORGANISATIONS AND AERO-MEDICAL CENTRES

SUBPART A – GENERAL REQUIREMENTS

ATCO.OR.A.001 Scope

This Part, set out in this Annex, establishes the requirements applicable to air traffic controller training organisations and aero-medical centres in order to obtain and maintain a certificate in accordance with Regulation ~~(EC) No 216/2008~~ (EU) 2018/1139 and this Regulation.

SUBPART B — REQUIREMENTS FOR AIR TRAFFIC CONTROLLER TRAINING ORGANISATIONS

ATCO.OR.B.001 Application for a training organisation certificate

- (a) Applications for a training organisation certificate shall be submitted to the competent authority in due time to allow the competent authority to evaluate the application. The application shall be submitted in accordance with the procedure established by that authority.
- (b) Applicants for an initial certificate shall demonstrate to the competent authority how they will comply with the requirements established in Regulation ~~(EC) No 216/2008~~ (EU) 2018/1139 and in this Regulation.
- (c) An application for a training organisation certificate shall include the following **information**:
 - (1) the applicant's name and address;
 - (2) the address(es) of the place(s) of operation (including, where relevant, the list of ATC units) if different from the applicant's address in point (a);
 - (3) the names and contact details of:
 - (i) the accountable manager;
 - (ii) the head of the training organisation, if different from point (i);
 - (iii) the person(s) nominated by the training organisation as the focal point(s) for communication with the competent authority;
 - (4) date of intended start of activity or change;
 - (5) a list of types of training to be provided and at least one training course from each type of training that is intended to be provided;
 - (6) the declaration of compliance with the applicable requirements **which** shall be signed by the accountable manager, stating the training organisation's compliance with the requirements at all times;
 - (7) the management system processes; and



- (8) the date of application.

ATCO.OR.B.005 Means of compliance

- (a) Alternative means of compliance to the AMC adopted by the Agency may be used by an organisation to establish compliance with Regulation ~~(EC) No 216/2008~~ (EU) 2018/1139 and with ~~this Regulation~~ its delegated and implementing acts.
- (b) When an organisation wishes to use an alternative means of compliance, it shall, prior to implementing it, provide the competent authority with a full description of the alternative means of compliance. The description shall include any revisions to manuals or procedures that may be relevant, as well as an assessment demonstrating compliance with Regulation ~~(EC) No 216/2008~~ (EU) 2018/1139 and its ~~implementing rules~~ delegated and implementing acts.
- (c) The organisation may implement these alternative means of compliance subject to prior approval by the competent authority and upon receipt of the notification as prescribed in ATCO.AR.A.015(d).

Rationale — ATCO.OR.A.001, ATCO.OR.B.001 and ATCO.OR.B.005

Legal references have been updated.

ATCO.OR.B.015 Changes to the training organisation

- (a) ~~Changes to the organisation that affect~~ Any change affecting:
- (1) the scope of the certificate or the terms of approval of the training organisation; or
 - (2) any relevant element of the training organisation's management systems,
- shall require prior approval ~~by the competent authority~~ before implementation, unless such a change is notified and managed in accordance with a procedure approved by the competent authority as laid down in point ATCO.AR.E.010(c).

~~b) Training organisations shall agree with their competent authority on the changes that require prior approval in addition to those specified in point (a).~~

- ~~(c)~~ (b) For any changes requiring prior approval in accordance with points (a) ~~and (b)~~, the training organisation shall apply for and obtain an approval issued by the competent authority. The application shall be submitted before any such change takes place in order to enable the competent authority to determine continued compliance with this Regulation and to amend, if necessary, the training organisation certificate and related terms of approval attached to it.

Training organisations shall provide the competent authority with all relevant documentation.

The change shall only be implemented upon receipt of formal approval by the competent authority in accordance with ATCO.AR.E.010.

Training organisations shall operate under the conditions prescribed by the competent authority during such changes, as applicable.



- ~~(d)~~ (c) Changes to the elements referred to in point (a) due to unforeseen circumstances shall be notified to the competent authority without delay in order to obtain approval as necessary.
- ~~(e) All changes not requiring prior approval shall be managed and notified to the competent authority as defined in the procedure approved by the competent authority in accordance with ATCO.AR.E.010.~~
- ~~(f)~~ (d) Training organisations shall notify the competent authority when they cease their activities.

GM1 ATCO.OR.B.015 Changes to the training organisation

GENERAL

- (a) Examples of changes that may affect the certificate or the terms of approval of the training organisation or the training organisation's management system are listed below:
- (1) the name of the training organisation;
 - (2) change of legal entity;
 - (3) the training organisation's principal place of operation;
 - (4) the training organisation's type(s) of training;
 - (5) additional locations of the training organisation;
 - (6) the accountable manager;
 - (7) any of the persons referred to in Part ATCO.OR;
 - (8) the training organisation's documentation as required by Subpart ATCO.OR.B.C on safety policy and procedures;
 - (9) the facilities.
- (b) Prior approval by the competent authority is required for any changes to the training organisation's procedure describing how changes not requiring prior approval will be managed and notified to the competent authority.

ATCO.OR.B.020 Continued validity

- (a) A training organisation's certification shall remain valid subject to the certificate not being surrendered or revoked and subject to the training organisation remaining in compliance with the requirements of Regulation ~~(EC) 216/2008~~ (EU) 2018/1139 and this Regulation, taking into account the provisions related to the handling of findings in accordance with ATCO.OR.B.030.
- (b) The certificate shall be returned to the competent authority without delay upon its revocation or the ~~cease~~ cessation of all activities.

Rationale — ATCO.OR.B.015, GM1 ATCO.OR.B.015 and ATCO.OR.B.020

The wording in ATCO.OR.B.015 has been amended to align with the ATM/ANS Regulation.

Incorrect reference has been corrected in the GM.



ATCO.OR.B.030 Findings

After receipt of notification of findings issued by the competent authority in accordance with ATCO.AR.E.015, the training organisation shall:

- (a) identify the root cause of the finding;
- (b) define a corrective action plan that meets the approval by the competent authority; and
- (c) demonstrate the corrective action implementation to the satisfaction of the competent authority within the period agreed with that authority as defined in ATCO.AR.E.015.

AMC1 ATCO.OR.B.030(b) Findings and corrective actions

GENERAL

The corrective action plan defined by the training organisation should address the effects of the non-conformity and its root cause.

Rationale — ATCO.OR.B.030 and AMC1 ATCO.OR.B.030(b)

The wording in (b) has been amended and new AMC has been introduced to align with the ATM/ANS Regulation.

ATCO.OR.B.035 Immediate reaction to a safety problem

The training organisation shall implement any safety measures mandated by the competent authority in accordance with ~~ATCO.AR.C.001(a)(3)~~ ATCO.AR.A.025(c) and (d) for the training organisation activities.

Rationale — ATCO.OR.B.035

Reference corrected.

SUBPART C — MANAGEMENT OF AIR TRAFFIC CONTROLLER TRAINING

AMC1 ATCO.OR.C.001(g) Management system of training organisations

SIZE, NATURE AND COMPLEXITY OF THE ACTIVITY

- (a) A training organisation should be considered as complex when it has a workforce of more than 20 full-time equivalents (FTEs) involved in the activity subject to Regulation ~~(EC) No 216/2008~~ (EU) 2018/1139¹⁵ and its ~~Implementing Rules~~ delegated and implementing acts.

¹⁵ Regulation ~~(EC) No 216/2008~~ (EU) 2018/1139 of the European Parliament and of the Council of ~~20 February 2008~~ 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and repealing Council Directive 91/670/EEC, Regulation (EC) No 1592/2002 and Directive 2004/36/EC (OJ L 79, 19.3.2008, p. 1) amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91 (OJ L 212, 22.8.2018, p. 1).

- (b) A training organisation with up to 20 FTEs involved in the activity subject to Regulation ~~(EC) No 216/2008~~ (EU) 2018/1139 and its ~~Implementing Rules~~ delegated and implementing acts may also be considered complex based on an assessment of the following factors:
- (1) the extent and scope of contracted activities subject to the certificate, in terms of complexity; and
 - (2) the different types of training provided, in terms of risk criteria.

ATCO.OR.C.010 Personnel requirements

- (a) Training organisations shall appoint an accountable manager.
- (b) A person or persons shall be nominated by the training organisation with the responsibility for training. Such person or persons shall be ultimately responsible to the accountable manager.
- (c) Training organisations shall have sufficient qualified personnel for the planned tasks and activities to be performed in accordance with the applicable requirements.
- (d) Training organisations shall maintain a record of theoretical instructors with their relevant professional qualifications, including demonstration of adequate knowledge and experience and their demonstration, instructional techniques assessment and subjects they are entitled to teach.
- (e) Training organisations shall establish a procedure to maintain competence of the theoretical instructors.
- (f) Training organisations shall ensure that practical instructors and assessors successfully complete refresher training in order to revalidate the respective endorsement.
- (g) Training organisations shall maintain a record of persons qualified for assessing practical instructors' competence and assessors' competence, in accordance with ATCO.C.045, with their relevant endorsements.

Rationale — AMC1 ATCO.OR.C.001(g) and ATCO.OR.C.010

Legal references updated in AMC1 ATCO.OR.C.001(g).

Editorial change in ATCO.OR.C.010.

SUBPART E – REQUIREMENTS FOR AERO-MEDICAL CENTRES

ATCO.OR.E.001 Aero-medical centres

Aero-medical centres (AeMCs) shall apply the provisions of Subparts ORA.GEN and ORA.AeMC of Annex VII to Commission Regulation (EU) No ~~290/2012~~ 1178/2011 (the Aircrew Regulation)¹⁶, with:

¹⁶ ~~Commission Regulation (EU) No 290/2012 of 30 March 2012 amending Regulation (EU) No 1178/2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 100, 5.4.2012, p. 1).~~ Commission Regulation (EU) No 1178/2011 of 3 November 2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 311, 25.11.2011, p. 1).

- (a) all references to class 1 to be replaced with class 3; and
- (b) all references to Part MED to be replaced with Part ATCO.MED.

Rationale — ATCO.OR.E.001

Legal reference corrected.



ANNEX IV

PART ATCO.MED

MEDICAL REQUIREMENTS FOR AIR TRAFFIC CONTROLLERS

SUBPART A — GENERAL REQUIREMENTS

SECTION 1 —GENERAL

ATCO.MED.A.005 Scope

This Part, set out in this Annex, establishes the requirements for:

- (a) the issue, validity, revalidation and renewal of the medical certificate required for exercising the privileges of an air traffic controller licence or of a student air traffic controller licence ~~with the exception of synthetic training device instructor~~; and
- (b) the certification of AMEs to issue class 3 medical certificates.

Rationale — ATCO.MED.A.005

The provision in (a) has been updated in line with the updated provisions in ATCO.A.015(a) and the related GM.

ATCO.MED.A.020 Decrease in medical fitness

- (a) Licence holders shall not exercise the privileges of their licence at any time when they:
 - (1) are aware of any decrease in their medical fitness which might render them unable to safely exercise those privileges;
 - (2) take or use any prescribed or non-prescribed medication which is likely to interfere with the safe exercise of the privileges of the licence;
 - (3) receive any medical, surgical or other treatment that is likely to interfere with the safe exercise of the privileges of the licence.
- (b) In addition, holders of a class 3 medical certificate shall, without undue delay and before exercising the privileges of their licence, seek aero-medical advice when they:
 - (1) have undergone a surgical operation or invasive procedure;
 - (2) have commenced the regular use of any medication;
 - (3) have suffered any significant personal injury involving any incapacity to exercise the privileges of the licence;
 - (4) have been suffering from any significant illness involving any incapacity to exercise the privileges of the licence;



- (5) are aware of being pregnant;
- (6) have been admitted to hospital or medical clinic;
- (7) first require correcting lenses.

In these cases, the AeMC or AME shall assess the medical fitness of the licence holder or student air traffic controller and decide whether they are fit to resume the exercise of their privileges.

Rationale — ATCO.MED.A.020

Wording in (b)(5) is proposed to be changed to be more realistic.

SUBPART B — SPECIFIC REQUIREMENTS FOR CLASS 3 MEDICAL CERTIFICATES**SECTION 2 — SPECIFIC REQUIREMENTS FOR CLASS 3 MEDICAL CERTIFICATES****GM2 ATCO.MED.B.010 Cardiovascular system****VENTRICULAR PRE-EXCITATION**

- (a) Asymptomatic applicants with pre-excitation may be assessed as fit at revalidation ~~with an Operational Multi-pilot Limitation (OML)~~ if they meet the following criteria:
 - (1) no inducible re-entry;
 - (2) refractory period > 300 ms;
 - (3) no induced atrial fibrillation.
- (b) There should be no evidence of multiple accessory pathways.

Rationale — GM2 ATCO.MED.B.010

Mistake corrected.



INITIAL TRAINING CONTENT

AMC1 ATCO.D.010(a) Composition of initial training

GENERAL

1. Structure of the basic and rating training syllabi

(a) The basic and rating training syllabi have been structured as follows:

- (1) The syllabus is divided into subjects, which are divided into topics that are in turn divided into subtopics. This structure serves the definition and classification of the objectives. There can be one or several objectives linked to each subtopic.
- (2) Objectives are assigned to a specific **subject topic/subtopic** which deals with the knowledge and skills needed to accomplish the related **subject-objective**.
- (3) Subjects, topics and subtopics are contained in Appendices 2 to **87** to Annex I to Commission Regulation (EU) 2015/340, and are repeated in:
 - [AMC1 ATCO.D.010\(a\)\(1\)](#) Composition of initial training — BASIC TRAINING — ~~SUBJECT OBJECTIVES AND~~ TRAINING OBJECTIVES;
 - ~~— [AMC1 ATCO.D.010\(a\)\(2\)\(i\)](#) Composition of initial training — AERODROME CONTROL VISUAL RATING (ADV) TRAINING — SUBJECT OBJECTIVES AND TRAINING OBJECTIVES;~~
 - [AMC1 ATCO.D.010\(a\)\(2\)\(ii\)](#) Composition of initial training — AERODROME CONTROL **INSTRUMENT RATING FOR TOWER ADI (TWRADC)** TRAINING — ~~SUBJECT OBJECTIVES AND~~ TRAINING OBJECTIVES;
 - [AMC1 ATCO.D.010\(a\)\(2\)\(iii\)](#) Composition of initial training — APPROACH CONTROL PROCEDURAL RATING (APP) TRAINING — ~~SUBJECT OBJECTIVES AND~~ TRAINING OBJECTIVES;
 - [AMC1 ATCO.D.010\(a\)\(2\)\(iv\)](#) Composition of initial training — AREA CONTROL PROCEDURAL RATING (ACP) TRAINING — ~~SUBJECT OBJECTIVES AND~~ TRAINING OBJECTIVES;
 - [AMC1 ATCO.D.010\(a\)\(2\)\(v\)](#) Composition of initial training — APPROACH CONTROL SURVEILLANCE RATING (APS) TRAINING — ~~SUBJECT OBJECTIVES AND~~ TRAINING OBJECTIVES
 - [AMC1 ATCO.D.010\(a\)\(2\)\(vi\)](#) Composition of initial training — AREA CONTROL SURVEILLANCE RATING (ACS) TRAINING — ~~SUBJECT OBJECTIVES AND~~ TRAINING OBJECTIVES

in order to provide the reader with a comprehensive and unique reference document for the basic and each of the rating trainings. ~~Subject objectives and~~ **Training objectives** are included in and form an integral part of each of the aforementioned AMC.



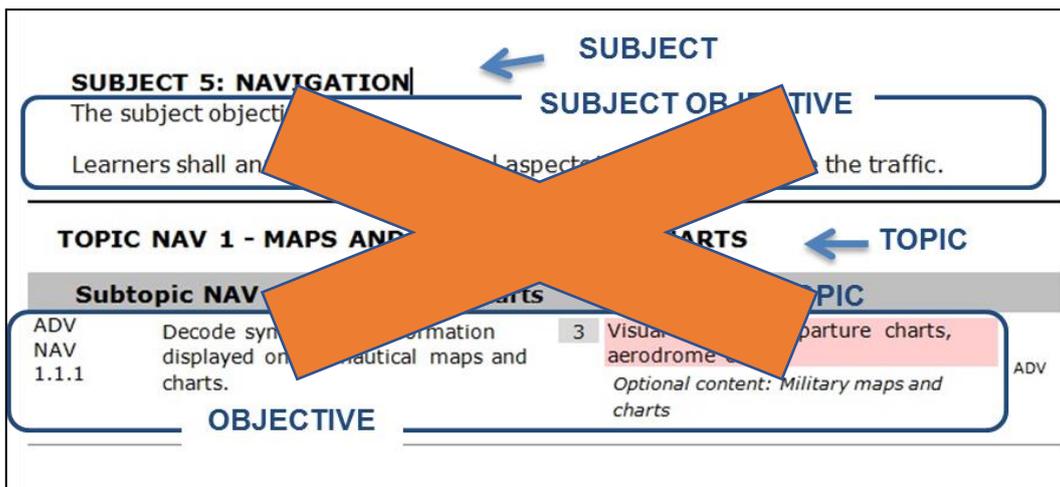


Figure 1: Layout of the syllabus

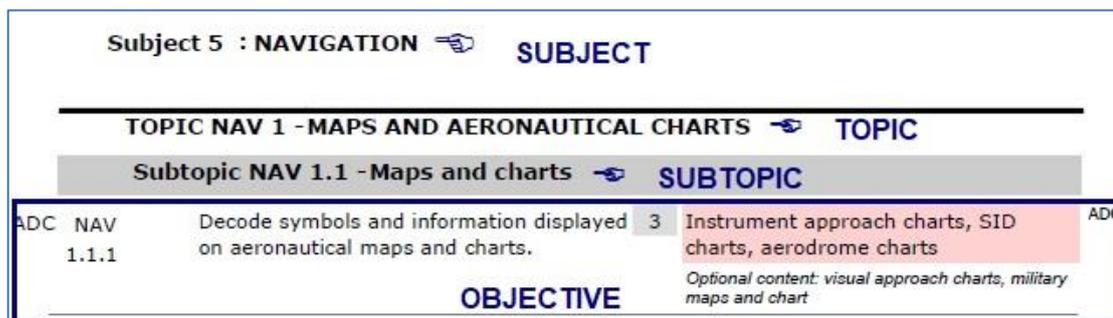


Figure 1: Layout of the syllabus

(b) The following principles may be applied to the development of a training course that is based on any of the syllabi:

- (1) The structure of the syllabi and the order of the objectives contained therein is neither intended to convey a pedagogical sequence nor to indicate a relative level of importance.
- (2) No objective from the basic training syllabus is repeated as ‘a refresher’ in the rating training syllabi.
- (3) The number of objectives contained within a subtopic does not necessarily signify how long it should take to teach that subtopic. For example, a subtopic containing five relatively straightforward objectives, may take a shorter time to be taught than another subtopic containing two complex objectives.

2. Structure of the objectives

(a) An objective consists of three elements:

- (1) The corpus, which is a description of the required performance. It always contains an action verb to ensure that the outcome is observable. The action verb is always associated with a defined taxonomy.
- (2) The level, which indicates numerically the taxonomy of the action verb.



- (3) The content, which may be implicit or explicit. The explicit content is written in the content field, while the implicit content is not but, instead, is implied in the corpus of the objective and other elements (syllabus, subject, etc.). Content that is a required part of the objective is written in the red-shaded field. Optional content, written in italics, ~~may be used if considered appropriate.~~ is provided to help training designers develop their training material and may suggest possible reference documents that could be used and/or elaborate on the content with specific examples. With or without explicit content, the objective needs to be covered since the implementation is implied in its corpus (text of the objective) and associated context (Subtopic/Topic/Subject/Rating).

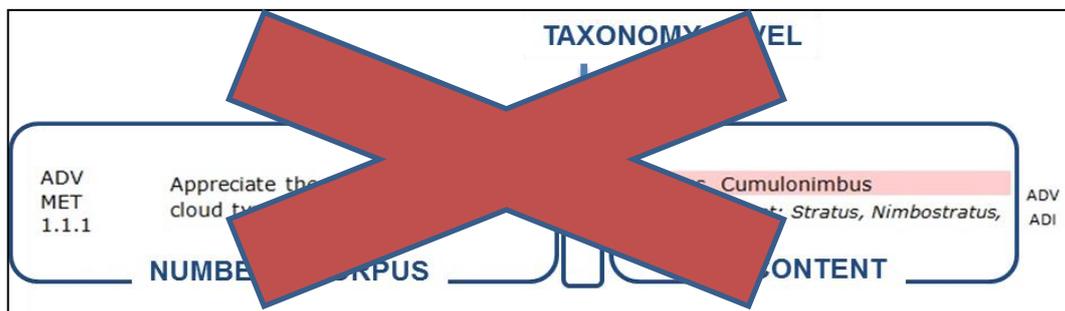


Figure 2: Layout of an objective

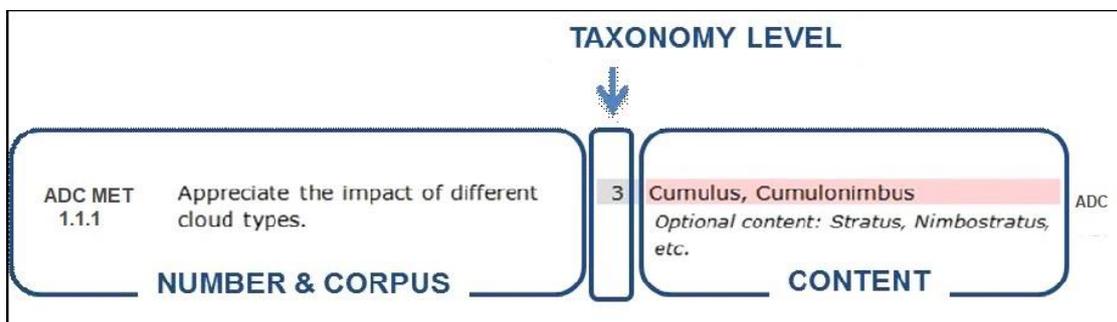


Figure 2: Layout of an objective

3. Repeated and common objectives

- (a) Repeated and common objectives are only applicable to rating training.
- (b) To the right of each objective, there is an indication of which other ratings contain this particular objective. If the rating is indicated in red italics, it notifies the reader that the objective(s) is (are) verbatim in each rating; however, the objective numbers are different. This indication is the first step to help the training providers identify the potential commonalities between the various syllabi. As a second step, the training provider must determine, at the level of local implementation, whether the objective is to be regarded as repeated or common.

Subtopic ATM 1.2 - Flight information service (FIS)				
ADV ATM 1.2.1	Describe the information that shall be passed to aircraft by an aerodrome controller.	2	ICAO Doc 4444	ADV ADI
ADV ATM 1.2.2	Provide FIS.	4	ICAO Doc 4444, essential local traffic, traffic information Optional content: national documents	ALL
ADV ATM 1.2.3	Issue appropriate information.	3	ICAO Doc 4444, essential local traffic, traffic information	ADV ADI
ADV ATM 1.2.4	Appreciate the use of ATIS for the provision of flight information service by aerodrome controller.	3		ADV ADI

Figure 3: Indication of the ratings that particular objective applies to

Subtopic ATM 1.2 - Flight information service (FIS)				
ADC ATM 1.2.1	Describe the information that shall be passed to aircraft by an aerodrome controller.	2	Regulation (EU) 2017/373 Optional content: ICAO Doc 4444	ADC
ADC ATM 1.2.2	Provide FIS.	4	Regulation (EU) 2017/373, Regulation (EU) No 923/2012 Optional content: national documents	ALL
ADC ATM 1.2.3	Issue appropriate information.	3	Regulation (EU) 2017/373, essential local traffic, traffic information	ADC
ADC ATM 1.2.4	Appreciate the use of ATIS in the provision of flight information service.	3	Regulation (EU) No 923/2012	ALL

Figure 3: Indication of the ratings that a particular objective applies to

3.1 Repeated objectives

All the objectives appearing in a syllabus are implicitly appropriate to this syllabus. As a consequence, objectives may be repeated ‘verbatim’ in different rating syllabi and nevertheless specify a different performance. The reader always needs to mentally add the sentence ‘in this syllabus context’ at the end of each objective.

For example, the objective ‘use approved phraseology’ is repeated (same level, same corpus, same content) in all the syllabi but is different because the context is different in each syllabus (a learner that is able to use approved phraseology for en-route traffic will need additional training before mastering the phraseology in the provision of aerodrome control).

3.2 Common objectives

- (a) Common objectives are verbatim the same objectives that appear in more than one rating syllabi in the same context so that they do not need to be taught again in case of combined or successively organised courses.

For example, the objective ‘describe the human information-processing model’ is common for all the syllabi because the context is non-specific and is, therefore, not determined by the type of rating.

- (b) As a general principle, the rating subject ‘Human Factors’ is identical in each of the rating training syllabi and can be considered as containing common objectives because the context is always the same. This means that the rating training objectives relating to Human Factors need to be taught only once. If a learner acquires an additional rating, that learner would not be required to repeat the Human Factors objectives.

4. Action verbs that support the taxonomy for training objectives

- (a) The five taxonomy levels should be understood to have the following levels of complexity:

- (1) Action verbs for Level 1

Level 1 — A basic knowledge of the subject. It is the ability to remember essential points, to memorise data and retrieve it.

L1 Verb	Definition	Example
Define	State what it is and what its limits are; state the definition.	Define ATC service.
Draw	Produce a picture, pattern or diagram.	Draw the block diagram. Draw a holding pattern.
List	Say one after the other.	List the different types of jet engines main structure components of an aircraft.
Name	Give name of objects or procedures.	Name the competent authorities responsible for ATCO licensing and oversight of ANSPs. the components of an ILS. Name the key national and international aviation organisations.
Quote	Repeat what is written or said.	Quote ICAO definition of ATC service.
Recognise	To know what it is because you have seen it before.	Recognise the information contained in the different parts of the AIP.
State	Say or write in a formal or definite way.	State the meteorological hazards to aviation.

- (2) Action verbs for Level 2

Level 2 — The ability to understand and to discuss the subject matter intelligently in order to represent and act upon certain objects and events.

L2 Verb	Definition	Example
Characterise	To describe the quality of features in something.	Characterise the main radio navigation techniques based on ground-based systems items of ATC equipment.
Consider	To think carefully about it.	Consider how the evolution of a situation may have an impact on safety. the benefits of Critical Incident Stress Management (CISM).

L2 Verb	Definition	Example
Demonstrate	Describe and explain; logically or mathematically prove the truth of a statement.	Demonstrate the importance of good communication in ATC.
Describe	Say what it is like or what happened.	Describe the methods by which ICAO notifies and implements legislation.
Differentiate	Show the differences between things.	Differentiate between different types of visibility.
Explain	Give details about something or describe so that it can be understood.	Explain the purpose and function of ICAO.
Take account of	Take into consideration before deciding.	Take account of the wind influence when calculating a ground speed. Take account of the limitations of equipment and systems.

(3) Action verbs for Level 3

Level 3 — A thorough knowledge of the subject and the ability to apply it with accuracy. The ability to make use of the repertoire of knowledge to develop plans and activate them.

L3 Verb	Definition	Example
Act	Carry out, execute.	Act to reduce stress.
Apply	Use something in a situation or activity.	Apply separation.
Appreciate	To understand a situation and know what is involved in a problem-solving situation, to state a plan without applying it.	Appreciate the necessity need for coordination (the learner says that the coordination will be done and with whom; the learner does not perform the actual coordination).
Assist	Help somebody to do a job by doing part of it.	Assist the pilot.
Calculate	To discover from information you already have by arithmetic; to think about a possible cause of action in order to form an opinion or decide what to do.	Calculate appropriate levels. Calculate conversions between the three north designations.
Check	Make sure the information is correct (satisfactory).	Check all relevant documentation before managing traffic the accuracy of flight data information. Check availability of information material .
Choose	Select out of number, decide to do one thing rather than another.	Choose appropriate levels. Choose the appropriate separation methods which aircraft should be vectored .
Collect	Assemble, accumulate, bring or come together.	Collect appropriate information relevant to the situation , examples of different types of error, their causes and consequences for ATC.
Conduct	Organise and carry out.	Conduct level changes , coordination .
Confirm	Establish more firmly, corroborate.	Confirm sequence order.
Decode	Turn into ordinary writing, decipher.	Decode the content of weather reports and forecast.



3. Proposed amendments and rationale in detail

L3 Verb	Definition	Example
Encode	Put into code or cipher.	Encode and decode flight plans (including supplementary information).
Estimate	Form an approximate judgement of a number, form an opinion.	Estimate the heading for a new track and the distance to the next way point and direction between two points.
Execute	Perform action.	Execute selected plan in a timely manner corrective actions.
Extract	Copy out, make extracts from, find, deduce.	Extract pertinent data from relevant sources to produce a flight progress display.
Identify	Associate oneself inseparably with, establish the identity.	Identify potential or actual abnormal and emergency situations. the role of ATC as a service provider and the requirements of the ATS users. Identify an aircraft.
Inform	Tell, give facts or information.	Inform supervisor of local factors affecting ATS system capacity and air traffic flow management -.
Initiate	Begin, set going, originate.	Initiate appropriate coordination.
Input	Enter in the system.	Input data.
Issue	Send forth, publish.	Issue appropriate ATC clearances. Issue appropriate traffic information concerning the position of conflicting traffic.
Maintain	Cause or enable to continue.	Maintain situational awareness by monitoring traffic flight data display.
Measure	Ascertain extent or quality of (thing) by comparison with fixed unit or with object of known size.	Measure distance on a map.
Monitor	Keep under observation.	Monitor the technical integrity of the controller working position. traffic. Monitor the effect of human information-processing factors on decision-making.
Notify	Make known, announce, report.	Notify runway in use.
Obtain	Acquire easily without research.	Obtain meteorological information. Obtain information from the relieving controller.
Operate	Conduct work on equipment.	Operate the equipment of the controller working position.
Pass	Move, cause to go, transmit.	Pass essential traffic information without delay.
Perform	Carry into effect, go through, execute.	Perform communication effectively.
Process	To put through the steps of a prescribed procedure.	Process pertinent data on data displays.
Record	Register, set down for remembrance or reference.	Record information by writing effectively.
Relay	Receive and pass on, broadcast.	Relay meteorological information from pilot reports.
Respond	Provide an answer, perform answering or corresponding action.	Respond to loss/doubt concerning identification. Respond to distress and urgency messages and signals.



L3 Verb	Definition	Example
Scan	Continuously observe rapidly, sequentially and selectively in order to extract relevant data.	Scan data display.
Transfer	Hand over.	Transfer information to the relieving controller.
Update	Refresh, bring up to date.	Update the data display to accurately reflect the traffic situation.
Use	Employ for a purpose, handle as instrument, put into operation.	Use approved phraseology. Use the available means for coordination.
Verify	Establish truth of.	Verify that the settings of the working position are appropriate the mode-C information.

(4) Action verbs for Level 4

Level 4 — Ability to establish a line of action within a unit of known applications following the correct chronology and the adequate method to resolve a problematic situation. This involves the integration of known applications in a familiar situation.

L4 Verb	Definition	Example
Acquire	Gain by oneself and for oneself, obtain after research.	Acquire relevant aeronautical information.
Adjust	Change to a new position, value or setting.	Adjust the surveillance system display.
Allocate	Assign, devote.	Allocate levels (height, altitude, flight level) according to altimetry data.
Analyse	Examine minutely the constitution of.	Analyse examples of pilot-controller communication for effectiveness. Analyse the information provided by the ATS surveillance system the radar equipment .
Assign	Designate or set an element.	Assign codes.
Coordinate	Negotiate with others in order to work together effectively.	Coordinate runway in use. Coordinate when providing FIS.
Comply	Act in accordance with.	Comply with rules.
Delegate	Commit authority to somebody.	Delegate separation to pilots in the case of aircraft executing successive visual approaches.
Detect	Discover existence of.	Detect conflicts in time for appropriate resolution potential conflict .
Ensure	Make safe, make certain.	Ensure the agreed course of action is carried out.
Expedite	Assist the progress of, do speedily.	Expedite traffic.
Integrate	Combine into a whole, complete by addition of parts.	Integrate appropriate ATC clearances in control service.
Manage	Handle, conduct, maintain control over something, be in charge of.	Manage traffic on the manoeuvring area. Manage traffic in accordance with a change to operational procedures procedural changes .
Organise	Give orderly structure to, frame and put into working order.	Organise pertinent data on data displays. Organise priority of actions.

L4 Verb	Definition	Example
Predict	Forecast.	Predict positions of aircraft in the aerodrome traffic and taxi circuits.
Provide	Supply, furnish.	Provide vectoring radar separation . Provide FIS.
Relate	Establish link with.	Relate a pressure setting to an altitude.

(5) Action verbs for Level 5

Level 5 — Ability to analyse new situation in order to elaborate and apply one or other relevant strategy to solve a complex problem. The defining feature is that the situation is qualitatively different from those previously met, requiring judgement and evaluation of options.

L5 verb	Definition	Example
Assess	Estimate value or difficulty, evaluate, appraise.	Assess workload.
Balance	Weigh (a question, two arguments, etc., against each other).	Balance the workload against personal capacity with the traffic demand .
Discuss	Investigate by reasoning or argument.	Discuss the impact of regulation.
Evaluate	Ascertain amount of, find numerical expression for.	Evaluate the necessary information to be provided to pilots in need of navigational assistance.
Interpret	To decide on something's meaning or significance when there is a choice.	Interpret operational information.
Optimise	To make optimal; get the most out of; use best; modify to achieve maximum efficiency.	Optimise the use of support tools.
Resolve	Solve, clear up, settle.	Resolve conflict.
Select	Pick out as best or most suitable.	Select the runway in use.
Theorise	Extract general principles from a particular experience.	Theorise the resolution of conflict between a slow and a fast aircraft.
Validate	Make valid, ratify, prove valid, show or confirm the validity of something.	Validate one radar vectoring option to expedite the traffic.

(b) Application of taxonomy levels to practically based objectives

- (1) Objectives at taxonomy level 3 or higher, which are of a practical nature, related to all subjects except ATM, may be achieved by any suitable type of practical training methods, e.g. hands on, plotting on charts, etc.
- (2) Objectives at taxonomy level 3 or higher, for the ATM subject (basic and rating), are practical by nature and require the integration of several knowledge areas and skills at the same time, e.g. vectoring of an aircraft requires knowledge and skills in the areas of radiotelephony, aircraft performance, navigation and radar theory. Therefore, ATM level 3 objectives should be achieved through the use of a part-task trainer or a simulator.



- (3) ATM level 4 objectives should be achieved for the most part through the use of a simulator. A part-task trainer, which presents operational situations at an enforced pace, may be used to achieve some ATM level 4 objectives.
- (4) ATM level 5 objectives should be achieved through the use of a simulator.

Rationale — AMC1 ATCO.D.010(a)

Numbering has been changed due to removal of the ADV rating.

All other amendments reflect the changes introduced in the training syllabi, which are explained in the sub-NPAs.

AMC2 ATCO.D.010(a) Composition of initial training**LIST OF ABBREVIATIONS**

For the purposes of:

- AMC1 ATCO.D.010(a)(1) Composition of initial training — BASIC TRAINING — ~~SUBJECT OBJECTIVES AND~~ TRAINING OBJECTIVES;
- ~~— AMC1 ATCO.D.010(a)(2)(i) Composition of initial training — AERODROME CONTROL VISUAL RATING (ADV) TRAINING — SUBJECT OBJECTIVES AND TRAINING OBJECTIVES;~~
- AMC1 ATCO.D.010(a)(2)(ii) Composition of initial training — AERODROME CONTROL INSTRUMENT RATING FOR TOWER ADI (TWR ADC) TRAINING — ~~SUBJECT OBJECTIVES AND~~ TRAINING OBJECTIVES;
- AMC1 ATCO.D.010(a)(2)(iii) Composition of initial training — APPROACH CONTROL PROCEDURAL RATING (APP) TRAINING — ~~SUBJECT OBJECTIVES AND~~ TRAINING OBJECTIVES;
- AMC1 ATCO.D.010(a)(2)(iii) Composition of initial training — AREA CONTROL PROCEDURAL RATING (ACP) TRAINING — ~~SUBJECT OBJECTIVES AND~~ TRAINING OBJECTIVES;
- AMC1 ATCO.D.010(a)(2)(iv) Composition of initial training — APPROACH CONTROL SURVEILLANCE RATING (APS) TRAINING — ~~SUBJECT OBJECTIVES AND~~ TRAINING OBJECTIVES
- AMC1 ATCO.D.010(a)(2)(vi) Composition of initial training — AREA CONTROL SURVEILLANCE RATING (ACS) TRAINING — ~~SUBJECT OBJECTIVES AND~~ TRAINING OBJECTIVES

the following abbreviations apply:

Abbreviation	Meaning
A-RNP	Advanced Required Navigation Performance
A/B (Type)	A and B type approaches (classifications)
ABAS	Aircraft-based Augmentation System
ABES	Abnormal and Emergency Situations (Subject)
ACARS	Aircraft Communications Addressing and Reporting System
ACAS	Airborne Collision Avoidance System
ACC	Area Control Centre

ACFTB	Aircraft — Basic Training (subject)
ACFT	Aircraft (subject)
ACN	Aircraft Classification Number
ACP	Area Control Procedural Rating
ACS	Area Control Surveillance Rating
ADF	Automatic Direction Finding System
ADI	Aerodrome Control Instrument
ADS	Automatic Dependent Surveillance
ADS-B	Automatic Dependent Surveillance — Broadcast
ADS-C	Automatic Dependent Surveillance — Contract
ADV	Aerodrome Control Visual Rating
ADVS	Advisory Service
AEA	Association of European Airlines
AFIL	Air Filed Flight Plan
AFTN	Aeronautical fixed telecommunication network
AGA	Aerodromes
AIC	Aeronautical Information Circular
AIP	Aeronautical Information Publication
AIRAC	Aeronautical Information Regulation and Control
AIRAC SUP	AIRAC Supplement
AIREP	Air-Report
AIRMET safety	Information concerning en-route weather phenomena which may affect the of low-level aircraft operations
AIS	Aeronautical Information Service
ALRS	Alerting Service
AMAN	Arrival Manager
AMC	Acceptable Means of Compliance
ANS	Air Navigation Services
AP/FD	Autopilot/Flight Director
APM	Approach Path Monitor
APP	Approach Control/Centre/Procedural Rating
APS	Approach Control Surveillance Rating
APV	Approach Procedure with Vertical guidance
APW	Area Proximity Warning
ASDA	Accelerate Stop Distance Available
ASM	Airspace Management



ASMGCS	Advanced Surface Movement Guidance and Control Systems
ATC	Air Traffic Control
ATCEUC	Air Traffic Controllers European Unions Coordination
ATCO	Air Traffic Controller
ATCS	Air Traffic Control Service
ATFCM	Air Traffic Flow and Capacity Management
ATFM	Air Traffic Flow Management
ATIS	Automatic Terminal Information Service
ATM	Air Traffic Management
ATMB	Air Traffic Management — Basic Training (subject)
ATS	Air Traffic Services
ATZ	Aerodrome Traffic Zone
AVASI	Advanced Visual Approach Slope Indicator
Beidou	Chinese Navigation Satellite System
BIRD TAM	Bird hazard NOTAM (NOTAM reporting bird hazard)
CANSO	Civil Air Navigation Services Organisation
CAT	Clear-Air Turbulence
CBA	Cross Border Area
CBT	Computer-Based Training
CCO	Continuous Climb Operations
CDO	Continuous Descent Operations
CDR	Conditional Route
CEM	Collaborative Environmental Management
CISM	Critical Incident Stress Management
CPDLC	Controller Pilot Data Link Communications
CPL	Current Flight Plan
CWP	Controller Working Position
DA	Decision Altitude
DFTI	Distance from Touchdown Indicator
DH	Decision Height
DMAN	Departure Manager
DME	Distance Measuring Equipment
Doc	Document
EASA	European Union Aviation Safety Agency
EAT	Expected Approach Time
EATCHIP	European Air Traffic Control Harmonisation and Integration Programme



EATMP	European Air Traffic Management Programme
EC	European Commission
ECAC	European Civil Aviation Conference
EET	Estimated Elapsed Time
EFIS	Electronic Flight Instrument System
EGNOS	European Geostationary Navigation Overlay Service
EGPWS	Enhanced Ground Proximity Warning System
EQPS	Equipment and Systems (subject)
EQPSB	Equipment and Systems — Basic Training (subject)
ETF	European Transport Workers' Federation
EU	European Union
EU ETS	European Union Emissions Trading Scheme
EUROCONTROL	European Organisation for the Safety of Air Navigation
FA	Fix to Altitude
FAB	Functional Airspace Block
FAF	Final Approach Fix
FAP	Final Approach Point
FDPS	Flight Data Processing System
FIR	Flight Information Region
FIS	Flight Information Service
FMS	Flight Management System
FPB	Flight Progress Board
FPL	Flight Plan or Field flight plan
FRA	Free Route Airspace
FRT	Fixed Radius Transition
FTE	Flight Technical Error
FUA	Flexible Use of Airspace
Galileo	European Satellite Navigation System
GBAS	Ground-Based Augmentation System
GLONASS	Global Orbiting Navigation Satellite System
GNSS	Global Navigation Satellite System
GP	Glide Path
GPS	Global Positioning System
GPWS	Ground Proximity Warning System
HF	High Frequency
HFACS	Human Factors Analysis & Classification System



HUM	Human Factors (subject)
HUMB	Human Factors — Basic Training (subject)
IACA	International Air Carrier Association
IAF	Initial Approach Fix
IAOPA	International Council of Aircraft Owner and Pilot Associations
IATA	International Air Transport Association
ICAO	International Civil Aviation Organizations
IF	Intermediate Approach Fix
IFALPA	International Federation of Airline Pilots' Associations
IFATCA	International Federation of Air Traffic Controllers' Associations
IFPS	Integrated Initial Flight Plan Processing System
IFR	Instrument Flight Rules
ILS	Instrument Landing System
IMC	Instrument Meteorological Conditions
INS	Inertial Navigation System
INTR	Introduction to the course (subject)
INTRB	Introduction to the course — Basic Training (subject)
IRS	Inertial Reference System
IRVR	Instrument Runway Visual Range
ISA	International Standard Atmosphere
ITU	International Telecommunications Union
LAM	Local Area Multilateralism
LAW	Aviation Law (subject)
LAWB	Aviation Law — Basic Training (subject)
LDA	Landing Distance Available
locLNAV	Lateral Navigation
LOA	Letter of Agreement
LOC	Localiser
LOPs	Local Operating Procedures
LPV	Localiser Performance with Vertical guidance
MAPt	Missed Approach Point
MCMF	Multi-Constellation, Multi-Frequency
MDA	Minimum Descent Altitude
MDH	Minimum Descent Height
MET	Meteorology
METAR	Meteorological Aviation Routine Weather Report



METB	Meteorology — Basic Training (subject)
MLAT	Multilateration
Mode A	SSR identification code
Mode C	SSR Mode C (Pronounced: Mode Charlie)
Mode S	Mode Select
MONA	Monitoring Aids
MSAW	Minimum Safe Altitude Warning
MTCD	Medium Term Conflict Detection
MWO	Meteorological Watch Office
NAV	Navigation (subject)
NAVAID	Navigation(al) Aid
NAVB	Navigation — Basic Training (subject)
NDB	Non-Directional Beacon
No.	Number
NOTAM	Notice to Airmen
NPA	Non-Precision Approach
NSE	Navigation System Error
OCA	Obstacle Clearance Altitude
OCH	Obstacle Clearance Height
OJT	On-the-Job Training
OLDI	On-Line Data Interchange
PA	Precision Approach
PANS	Procedures for Air Navigation Services
PAPI	Precision Approach Path Indicator
PAR	Precision Approach Radar
PBN	Performance Based Navigation
PCN	Pavement Classification Number
PCP IR	Pilot Common Project Implementing Rule
PDE	Path Definition Error
PEAR (model)	People who do the job/Environment in which they work/Actions they perform/Resources necessary to complete the job
PEN	Professional Environment (subject)
PENB	Professional Environment — Basic Training (subject)
PSR	Primary Surveillance Radar
PTP	Part-Time Practice
QDM	Inbound magnetic bearing to the station



QDR	Outbound magnetic bearing from the station
QFE	Atmospheric pressure at aerodrome elevation
QNH	Atmospheric pressure at mean sea level
QTF the D/F	The position of the transmitting station according to the bearings taken by station
RA	Resolution Advisory (TCAS)
RAIM	Receiver Autonomous Integrity Monitoring
RCC	Rescue Coordination Centre
RF	Radius to Fix
RNAV	Area Navigation
RNP	Required Navigation Performance
RNP APCH	Required Navigation Performance Approach
RNP AR APCH	Required Navigation Performance Authorisation Required Approach
RNP (AR) DEP	Required Navigation Performance Authorisation Required Departure
ROC	Rate of Climb
RPAS	Remotely Piloted Aircraft System
RPL	Stored Repetitive Flight Plan
RTF or R/T	Radiotelephony
RVR	Runway Visual Range
RVSM	Reduced Vertical Separation Minimum
SADIS	Satellite Distribution of World Area Forecast System
SAR	Search and Rescue
SARPs	Standards and Recommended Practices (ICAO)
SBAS	Satellite Based Augmentation System
SDPS	Surveillance Data Processing System
SELCAL	Selective Calling
SES	Single European Sky
SHELL (model)	Software, Hardware, Environment, Live ware, Live ware Model
SIB	Safety Information Bulletin
SID	Standard Instrument Departure (Route)
SIGMET	Significant Meteorological Information
SMAN	Surface Management
SMR	Surface Movement Radar
SNOWTAM	NOTAM on SNOW conditions
SOPs	Standard Operating Procedures
SPECI	Aviation Selected Special Weather Report



SSR	Secondary Surveillance Radar
STAR	Standard Instrument Arrival (Route)
STCA	Short Term Conflict Alert
SVFR	Special Visual Flight Rules
TA	Traffic Alert (TCAS)
TACAN	UHF Tactical Air Navigation Aid
TAF	Terminal Area (Aerodrome) Forecast
TAWS	Terrain Awareness and Warning System
TBO	Trajectory-Based Operations
TCAC	Tropical Cyclone Advisory Centre
TCAS	Traffic Alert and Collision Avoidance System
TODA	Take-Off Distance Available
TORA	Take-Off Run Available
TRA	Temporary Reserved Airspace (ICAO)
TRM	Team Resource Management
TSA	Temporary Segregated Area
TSE	Total System Error
TWR	Tower Control Unit (Aerodrome Control Tower)
UAS	Unmanned Aircraft System
UDF	Ultra High Frequency Direction Finder
UHF	Ultra High Frequency
UTC	Coordinated Universal Time
VAAC	Volcanic Ash Advisory Centre
VASI	Visual Approach Slope Indicator
VDF	Very High Frequency Direction Finder
VFR	Visual Flight Rules
VHF	Very High Frequency
VMC	Visual Meteorological Conditions
VNAV	Vertical Navigation
VOLMET	Routine Weather Reports Broadcast on VHF
VOR	VHF Omni-directional Radio Range
WAFC	World Area Forecast Centre
WAFS	World Area Forecast System
WAM	Wide Area Multilateration
WGS-84	World Geodetic System 84
WMO	World Meteorological Organization



Rationale — AMC2 ATCO.D.010(a)

Numbering has been changed due to removal of the ADV rating.

Abbreviations updated to correspond with the amended content of the syllabi.



4. Proposed actions to support implementation

EASA will consider the most appropriate method to support the implementation of this proposal by applying one of the following actions, as appropriate:

- Focused communication for Advisory Body meeting(s) (MAB/SAB/TeB/TEC/COM)
(Advisory Body members)
- Detailed explanation with clarifications on the EASA website
(Primarily targeted audience: industry, competent authorities)
- Dedicated thematic workshop/session
(Primarily targeted audience: industry, competent authorities)



5. References

5.1. Related regulations

Commission Regulation (EU) 2015/340 of 20 February 2015 laying down technical requirements and administrative procedures relating to air traffic controllers' licences and certificates pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council, amending Commission Implementing Regulation (EU) No 923/2012 and repealing Commission Regulation (EU) No 805/2011 (OJ L 63, 6.3.2015, p. 1)

5.2. Decisions

Executive Director Decision 2015/010/R of the Executive Director of the Agency of 13 March 2015 adopting Acceptable Means of Compliance and Guidance Material to Commission Regulation (EU) 2015/340

5.3. Other reference documents

- Annex 1 'Personnel Licensing' to the Convention on International Civil Aviation (Chicago Convention)
- Regulation (EU) 2017/373



6. Sub-NPAs

Sub-NPA 2021-08(B): AMC1 ATCO.D.010(a)(1) Composition of initial training — BASIC TRAINING — TRAINING OBJECTIVES

Sub-NPA 2021-08(C): AMC1 ATCO.D.010(a)(2)(i) Composition of initial training — AERODROME CONTROL RATING (ADC) TRAINING — TRAINING OBJECTIVES

Sub-NPA 2021-08(D): AMC1 ATCO.D.010(a)(2)(ii) Composition of initial training — APPROACH CONTROL PROCEDURAL RATING (APP) TRAINING — TRAINING OBJECTIVES

Sub-NPA 2021-08(E): AMC1 ATCO.D.010(a)(2)(iii) Composition of initial training — AREA CONTROL PROCEDURAL RATING (ACP) TRAINING — TRAINING OBJECTIVES

Sub-NPA 2021-08(F): AMC1 ATCO.D.010(a)(2)(iv) Composition of initial training — APPROACH CONTROL SURVEILLANCE RATING (APS) TRAINING — TRAINING OBJECTIVES

Sub-NPA 2021-08(G): AMC1 ATCO.D.010(a)(2)(v) Composition of initial training — AREA CONTROL SURVEILLANCE RATING (ACS) TRAINING — TRAINING OBJECTIVES

Rationale — Appendices

Due to the restructuring of ratings and endorsements, the ADV rating training has been abandoned and the former ADV and ADI training syllabi have been merged in the new ADC (Aerodrome Control Rating) syllabus.

This NPA proposes deletion of all subject objectives since they have no added value to the remaining training content.

More detailed rationale on the amendments can be found in the comment fields of each sub-NPA.



7. Quality of the NPA

To continuously improve the quality of its documents, EASA welcomes your feedback on the quality of this NPA with regard to the following aspects:

7.1. The regulatory proposal is of technically good/high quality

[Please choose one of the options below and place it as a comment in CRT; if you disagree or strongly disagree, please provide a brief justification.]

Fully agree / Agree / Neutral / Disagree / Strongly disagree

7.2. The text is clear, readable and understandable

[Please choose one of the options below and place it as a comment in CRT; if you disagree or strongly disagree, please provide a brief justification.]

Fully agree / Agree / Neutral / Disagree / Strongly disagree

7.3. The regulatory proposal is well justified

[Please choose one of the options below and place it as a comment in CRT; if you disagree or strongly disagree, please provide a brief justification.]

Fully agree / Agree / Neutral / Disagree / Strongly disagree

7.4. The regulatory proposal is fit for purpose (capable of achieving the objectives set)

[Please choose one of the options below and place it as a comment in CRT; if you disagree or strongly disagree, please provide a brief justification.]

Fully agree / Agree / Neutral / Disagree / Strongly disagree

7.5. The impact assessment (IA), as well as its qualitative and quantitative data, is of high quality

[Please choose one of the options below and place it as a comment in CRT; if you disagree or strongly disagree, please provide a brief justification.]

Fully agree / Agree / Neutral / Disagree / Strongly disagree

7.6. The regulatory proposal applies the 'better regulation' principles^[1]

[Please choose one of the options below and place it as a comment in CRT; if you disagree or strongly disagree, please provide a brief justification.]

Fully agree / Agree / Neutral / Disagree / Strongly disagree

7.7. Any other comments on the quality of this NPA (please specify)

Note: Your comments on this Section will be considered for internal quality assurance and management purposes only and will not be published in the related CRD.

^[1] For information and guidance, see:

- https://ec.europa.eu/info/law/law-making-process/planning-and-proposing-law/better-regulation-why-and-how_en
- https://ec.europa.eu/info/law/law-making-process/planning-and-proposing-law/better-regulation-why-and-how/better-regulation-guidelines-and-toolbox_en
- https://ec.europa.eu/info/law/law-making-process/planning-and-proposing-law/better-regulation-why-and-how/better-regulation-guidelines-and-toolbox/better-regulation-toolbox_en

