Procedures for Air Navigation Services – Training (PANS-TRG, DOC 9868)	
3rd Edition, Amendment 7	
Reference	**Details of Difference**
PART I	**GENERAL PROCEDURES**
CHAPTER 1	**Definitions and acronyms**
Adapted competency model	Term not specifically defined in Australian aviation legislation.
Appropriate airworthiness requirements.	Term not specifically defined in Australian aviation legislation.
Assessment (evidence) guide	Term not specifically defined in Australian aviation legislation.
Basic training	Term not specifically defined in Australian aviation legislation.
Competency	For air traffic controllers, **competency** means the defined knowledge and/or skill including the minimum performance standard in that knowledge and/or skill area, required of the relevant air traffic services licence holder.
Competency-based training and assessment	Term not specifically defined in Australian aviation legislation.
Competency standard	Term not specifically defined in Australian aviation legislation.
Conditions	Term not specifically defined in Australian aviation legislation.
Error management	Term not specifically defined in Australian aviation legislation.
Evaluator	'Assessor, or 'examiner' are used instead of 'evaluator'
ICAO competency framework	Term not specifically defined in Australian aviation legislation.
Maintenance release	Australia uses the term 'certificate of release to service' instead of 'maintenance release'.
Modification	Term not specifically defined in Australian aviation legislation.
Observable behaviour (OB)	Term not specifically defined in Australian aviation legislation.
Performance criteria	Term not specifically defined in Australian aviation legislation.
Remote pilot station (RPS)	Australian legislation defines remote pilot station (RPS) meaning the place from which an RPA is operated by a RePL holder.

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Remotely piloted aircraft system (RPAS)	Australian legislation does not include reference to any other component as specified in the type design (if any) but rather, any other system elements as may be required at any point during the operation of the aircraft.
Remote pilot licence (RPL)	Australia defines RPL as RePL means remote pilot licence.
Repair	Term not specifically defined in Australian aviation legislation.
Training for a particular maintenance rating	Term not specifically defined in Australian aviation legislation.
Training for specialty rating	Term not specifically defined in Australian aviation legislation.
CHAPTER 3	**Course developers and qualifications of instructors**
3.2.4	For ATC on the job training instructors (OJTIs), there is no legislated interval for refresher training or reassessment. However, ATS provider is required to have a training and checking program that must include refresher training. For RPAS - Australia has not introduced Annex 1 requirements for RPAS instructors.
PART II	**TRAINING AND ASSESSMENT FOR AIRCRAFT OPERATIONAL PERSONNEL**
SECTION 1	**Flight crew training and assessment**
CHAPTER 8	**Competency-based training and assessment for remote pilot licence (RPL)**
All sections	Australia has not yet introduced Annex 1 requirements for remote pilots.
SECTION 3	**Flight operations officer/flight dispatchers**
All sections	Not implemented. Australia does not regulate or license flight operations officers/flight dispatchers (FOOs) and hence does not have an associated competency-based training and assessment framework.
PART III	**TRAINING AND ASSESSMENT FOR AIRCRAFT MAINTENANCE PERSONNEL**
CHAPTER 1	**Competency-based training and assessment for aircraft maintenance personnel**

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All sections	• The principles and methodologies of Australian vocational, education and training (VET) competency-based training and assessment are consistent with ICAOs CBTA as described in PANS-TRG. For aircraft maintenance personnel licensing training, the Aeroskills training package (a nationally endorsed training course managed by the Department of Education and Training) contains each unit of competency (UOC) required by CASA for grant of an AME licence. An explanation of what is contained in a training package can be found here. https://www.asqa.gov.au/about/australias- vet-sector/training-packages. • The VET system forms an integral piece of the Australian competency-based education system and is managed by the Federal Department of Education and Training. CASA currently adheres to this VET training system for aircraft maintenance personnel training and licensing.
CHAPTER 2	**Competency-based training and assessment as applicable to maintenance licences and privileges**
All sections	• The principles and methodologies of Australian vocational, education and training (VET) competency-based training and assessment are consistent with ICAOs CBTA as described in PANS-TRG. For aircraft maintenance personnel licensing training, the Aeroskills training package (a nationally endorsed training course managed by the Department of Education and Training) contains each unit of competency (UOC) required by CASA for grant of an AME licence. An explanation of what is contained in a training package can be found here. https://www.asqa.gov.au/about/australias- vet-sector/training-packages. • The VET system forms an integral piece of the Australian competency-based education system and is managed by the Federal Department of Education and Training. CASA currently adheres to this VET training system for aircraft maintenance personnel training and licensing.
PART IV	**TRAINING AND ASSESSMENT FOR AIR TRAFFIC MANAGEMENT (ATM) PERSONNEL**
CHAPTER 2	**Competency-based training and assessment for air traffic controllers (ATCOs)**
2.1	While not based on the ICAO competency framework, Australia's competency standards for air traffic controllers are consistent with the ICAO framework.
Appendix 1 to Chapter 2	While not based on the ICAO competency framework, Australia's competency standards for air traffic controllers are consistent with the ICAO framework.
Appendix 2 to Chapter 2	While not based on the ICAO competency framework, Australia's competency standards for air traffic controllers are consistent with the ICAO framework.
CHAPTER 3	**Competency-based training and assessment for ATC on-the-job training instructors (OJTIs)**
3.1	Australia uses a competency-based training and assessment framework based on national standards for ATC on-the-job training instructors (OJTIs). Australia's framework is consistent with but not based on the ICAO competency framework.
Appendix 1 to Chapter 3	Australia uses a competency-based training and assessment framework based on national standards for ATC on-the-job training instructors (OJTIs). Australia's framework is consistent with but not based on the ICAO competency framework.
Appendix 2 to Chapter 3	Australia uses a competency-based training and assessment framework based on national standards for ATC on-the-job training instructors (OJTIs). Australia's framework is consistent with but not based on the ICAO competency framework.
CHAPTER 4	**Competency-based training and assessment for air traffic safety electronics personnel (ATSEP)**

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4.1.2	Australia refers to an ATSEP as a Technician in its regulations
4.1.3	The ANSP defines the scope of technician activities, the Regulations require technicians to be competent and to hold the qualifications necessary to undertake their duties.
4.1.4	Australian legislation does not stipulate use of the PANS-TRG competency framework. The legislation specifies that each technician be appropriately trained and assessed as competent by a qualified person. The legislation also requires technicians to be provided with certificates describing the systems they are authorised to work on and the period for which the authorisation is valid.