



Model Training Programme for AIR and OPS Inspectors Part I — Development Progress Report

Version 1.0 · Issued July 2026

Status: Model in progress — prepared for State adaptation and approval

**INTERNATIONAL
CIVIL AVIATION
ORGANIZATION**



Frazier Rodriguez

Operations Specialist

Purpose and Scope

Why this Manual, and who it governs

Ensures Airworthiness (AIR) and Aircraft Operations (OPS) inspectors are competent to exercise oversight duties consistently, independently and ethically.

Applies to new recruits, transferring personnel, OJT instructors, course instructors, final assessors and technical managers.

It covers the full AIR and OPS pathways shared inspector competencies: legal application, audit, risk-based oversight, SMS, ethics and reporting.

Designed as a broader Inspector Training and Competency Manual, adoptable at State or regional level.





Development Status

- Almost fully drafted
- V1.0 issued July 2026 — 39 sections and 12 appendices process.
- Next step, is the administrative approval, State adaptation and implementation.

Technical drafting (39 sections + 12 appendices)

65%

Formal approval & State adoption

15%

Manual Overview

39

Sections

Governance through regional implementation, fully sequenced.

2

Disciplines

Airworthiness (AIR) and Aircraft Operations (OPS) tracks.

12

Appendices

Ready-to-use forms, records and assessment rubrics.

900

Hours

Approx. minimum hours (876 AIR / 936 OPS) to authorization.

7

Training phases

Induction through recurrent CPD (Continuing Professional Development), fully sequenced.

1

Document status

- Initial draft July/August 2026
- Final draft by November 2026
- NACC office approval
- State adaption and approval

In progress

Content on development



Full technical content: 39 sections and 12 appendices, Version 1.0 (complete)



Governance, competency framework and the 7-phase training pathway defined (in progress)



AIR and OPS curricula, OJT task libraries and assessment tools built (in progress)

Pending

Steps remaining before rollout



Signature of the Approval Statement by the competent authority



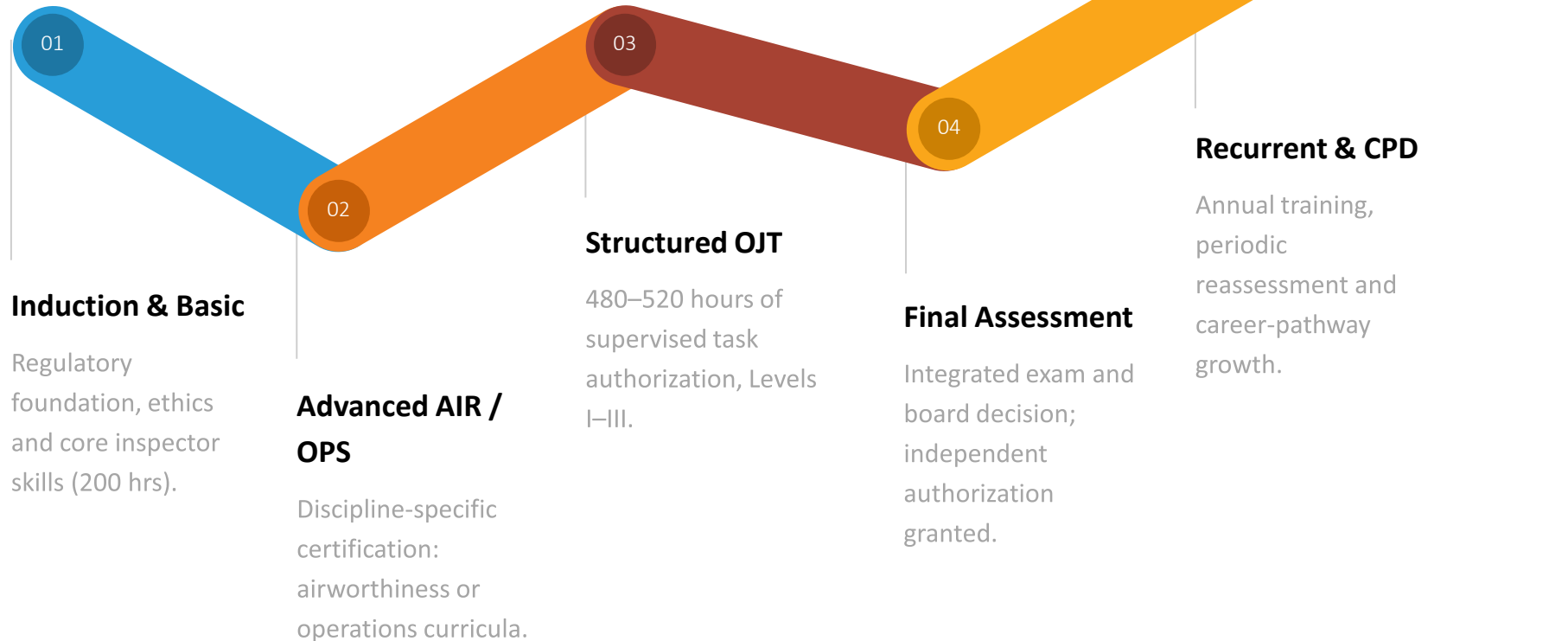
State-specific adaptation: staffing model, licensing structure, current ICAO amendments



Implementation roadmap kickoff: governance, gap analysis and pilot rollout

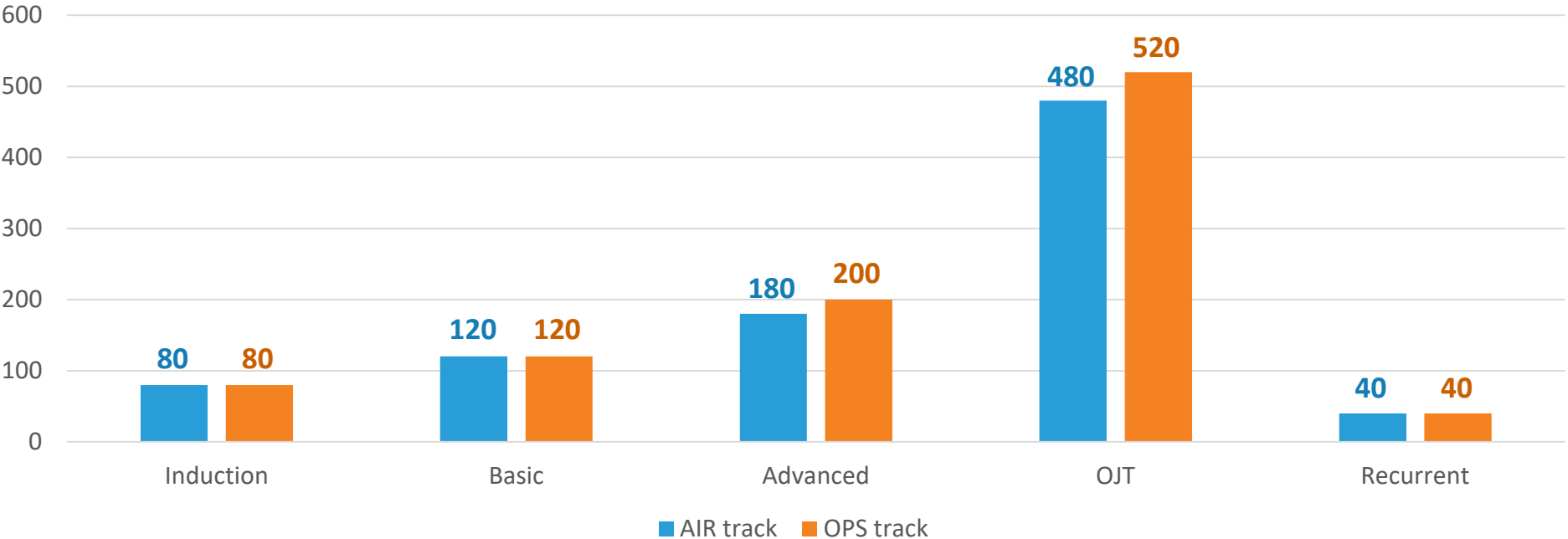
Training Stages

From Training to Authorization



Minimum Training Hours by Phase

Training Hours Overview, classroom and practical hours



876 hours

Minimum time to AIR authorization, excluding specialist modules.

936 hours

Minimum time to OPS authorization, excluding specialist modules.

Milestone Status

One completed milestone; three activities remain in process

Development end-to-end: from initial scoping through governance, curricula, OJT and regional-application chapters issue as Version 1.0.

ICAO reference Documents:

Doc 9734 – Safety Oversight Manual, Part A

Doc 10070 – Manual on the Competencies of Civil Aviation Safety Inspectors

Doc 8335 – Manual of Procedures for Operations Inspection, Certification and Continued Surveillance

Doc 9760 – Airworthiness Manual

Doc 9859 – Safety Management Manual (SMM)

Doc 9868 – PANS-Training



Full technical drafting: 39 sections and 12 appendices, Version 1.0 (July 2026)



7-phase training and authorization pathway, induction through recurrent CPD



AIR and OPS curricula, OJT task libraries, and instructor/assessor standards



Regional application framework, governance model and implementation roadmap

Future Steps: Path to Adoption

Three actions to move from model to operational programme



1. Formal Approval — obtain signature of the Director General/Accountable Executive and the technical and training approvals



2. State Adaptation — tailor the staffing model, licensing structure, inspector privileges and current ICAO amendments to the national context.



3. Implementation Rollout — execute Stage 1 of the roadmap: governance approval, gap analysis and risk register

Thank You

