International Civil Aviation Organization

FIFTEENTH MEETING OF THE COMMUNICATIONS/NAVIGATION/SURVEILLANCE AND METEOROLOGY SUB-GROUP (CNS/MET SG/15) OF APANPIRG

Bangkok, Thailand, 25 – 29 July 2011

Agenda Item 19: Any other business

DEVELOPMENT of TRAINING MANUAL (DOC 7192) PART E-2 AND AIR TRAFFIC ELECTRONICS PERSONNEL (ATSEP) IN JAPAN

(Presented by Japan)

SUMMARY

This information paper provides current state of affairs regarding ATSEP and related training/licensing/certifying system in Japan. Since 1972 JCAB has been developing its ATSEP certification systems for CNS systems and relevant air traffic services support systems such as RDPS and FDPS. This paper also describes JCAB's contribution to the development of the ICAO Training Manual for ATSEP through its participation in an ICAO/IFATSEA joint working group.

This paper relates to:

Strategic Objective:
C – Environmental Protection and Sustainable Development of Air Transport

Global Plan Initiatives:
GPI - 21 Navigation Systems
GPI – 22 Communication Infrastructure

1. INTRODUCTION

1.1 Nowadays in Japan, ATSEPs of JCAB are working on the implementation of the Japan's long-term vision on future air traffic systems called "CARATS", Collaborative Actions for Renovation of Air Traffic Systems, which is based on the ICAO Global ATM Operational Concept. JCAB is confident that CARATS will be crystallized not only through technological renovation, but also by the execution of global safety-critical tasks by air navigation services personnel including ATSEP, and that ATSEP should play a role to maximize operational integrity of air navigation systems as well as a role in assuring and evaluating required performance of air navigation infrastructure. As ATSEP have been engaged in safety critical tasks in the provision of air navigation services, JCAB has been employing and amending as needed the certification system for ATSEP in a similar manner to that for ATC officer(ATCO). Currently,

over 1300 qualified ATSEP are engaged in the safety critical tasks at ACCs, Airports and other air navigation facilities across Japan.

2. DISCUSSION

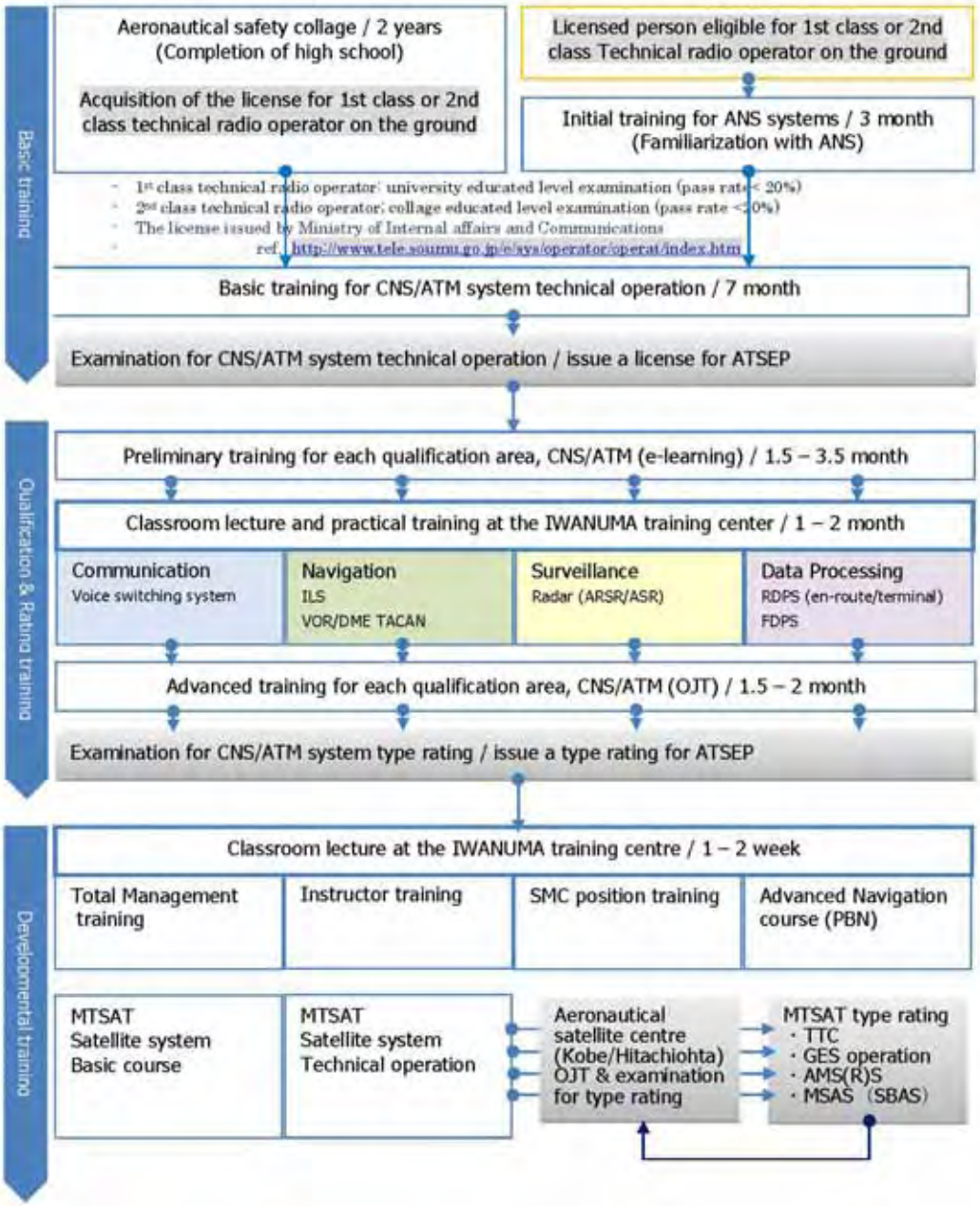
2.1 At the 30th Assembly of IFATSEA(International Federation of Air Traffic Safety Electronics Associations) in 2000, where ICAO Secretariat were invited, highlighted was the fact that personnel involved in the technical operation and installation of CNS/ATM systems were trained and qualified under various standards of different States. ICAO and IFATSEA share a common understanding that for the ultimate goal of global ATM Operational Concept where CNS/ATM systems would be implemented and operated with reliability, stability and global interoperability. ATSEP should be trained to uniform requirements on a worldwide basis. As a result, from 2000 to 2004, ICAO and IFATSEA jointly worked on drafting a training manual for ATSEP and ICAO issued a preliminary edition of the manual in 2004. In parallel, the eleventh Air Navigation Conference (ANConf/11) in 2003 expressed the view that the necessity of uniform standards for training, qualification and competency of ATSEP required further investigation though the Conference agreed that competence of ATSEP be taken into consideration when exercising safety approval against ANSPs.

The IFATSEA/ICAO joint working group, which was composed of ten members from Australia, Belgium, Canada, Eurocontrol, Japan, Morocco and US, met several times for the drafting with a view that the manual should be essential part of international rules on harmonized training and competencies of ATSEP. It referred to the Eurocontrol documents as a springboard to develop the ATSEP training manual and each member also provided useful information concerning training, licensing and job descriptions of ATSEP of his/her own State to have comparative study. In Europe, guidelines for basic and qualification level of technical training for ATSEP had been published by Eurocontrol in 2003. Then, from 2005 to 2006, Eurocontrol also published the "EUROCONTROL SAFETY REGULATORY REQUIREMENT (ESARR)-5", ATM Services' Personnel, which includes minimum standards of technical competency for ATSEP, as well as the guideline for the competence assessment of ATSEP. Along with its participation in ICAO/IFATSEA working group, JCAB has been reforming the training course in the IWANUMA Aeronautical Safety Training Centre by applying some key elements of the discussion to the existing training course as well as to the specification for type rating category.

2.2 The ATSEP licensing issue was discussed in the 36th ICAO Assembly in 2007. Working Paper A36-WP/210 in the Assembly, which was presented by the International Transport Workers' Federation (ITF) and IFATSEA proposed to introduce ICAO standards for the certification of all ANS providers, including maintenance organizations and suppliers of critical parts; establishment of licensing Standards for ATSEP that are involved in safety and security sensitive function; and development of standards regarding work time limitations for ATCO and ATSEP function. As a result of the discussion, the Assembly endorsed in principle the concept of "establishing licensing requirements for ATSEP" though it left some conditional remarks.

2.3 The training and licensing structure for JCAB ATSEP is shown in Figure 2.3-1. Radio Law of Japan regulates ATSEP be license holder of 1st or 2nd class radio technical operators as the minimum requirement in Japanese ATSEP qualification system. It means the applicant for ATSEP should have the license to demonstrate pre-entry technical knowledge to take the basic training for ATSEP. The scheme of type ratings and developmental training is the key element to ensure that the ATSEP assumes responsibilities for CNS/ATM system's technical operation in various scenes of around-the-clock air navigation service provision in Japan.

Figure 2.3-1 training and licensing/certification structure for ATSEP in Japan .



2.4 In light of the uniform implementation of ATSEP training, which IFATSEA and ICAO have been aiming at in their collaborative work in recent years, JCAB expects that States in Asia Pacific region will take into account ICAO ATSEP Training Manual, Doc 7192 Part-E2 when implementing the provisions and regulations for ATSEP in each State. JCAB is confident that with growing role and responsibilities of ATSEP in the evolution of air navigation systems in this region, the Manual should be a fundamental guidance for ATSEP training. It is expected that the regional effort for achieving uniformity and harmonized training system for ATSEP will build up the aviation safety in this region and eventually lead to the entire enhancement of aviation safety at a global scale.

3. ACTION BY THE MEETING

3.1 The Meeting is invited to note the information in this paper.

– – – – – – – – – – – – –