



WORKING PAPER

ASSEMBLY — 38TH SESSION

TECHNICAL COMMISSION

Agenda Item 38 : Other issues to be considered by the Technical Commission

THE INTEGRATION OF AIR NAVIGATION PERSONNEL INTO ANNEX 1

(Presented by Indonesia)

EXECUTIVE SUMMARY

To cope with the technology that is evolving rapidly, Member States need to ensure they have well-trained Air Navigation Services (ANS) personnel. Such personnel have to be equipped with a license and required rating in accordance with the applicable provisions. Referring to Annex 1, the requirements for the issuance of the license have not yet accommodated certain types of air navigation services personnel mentioned in paragraph 2.7 below. While States have developed their own Standards and Requirements for air navigation services personnel other than personnel covered by Annex 1, the resulting dissimilarity among States will lead to lack of uniformity which may be counterproductive and should be remedied.

Action: The Assembly is invited to:

Request the Council to update *Annex 1 “Personnel Licensing”* by developing requirements for air navigation personnel mentioned in paragraph 2.7 of this Paper.

| | |
|--------------------------------|--|
| <i>Strategic Objectives:</i> | This working paper relates to Strategic Objective A |
| <i>Financial implications:</i> | Yes |
| <i>References:</i> | <i>Annex 1 – Personnel Licensing</i> <i>Doc 7192 – Training Manual, Part E-2 – Air Traffic Safety Electronics Personnel</i> |

1. INTRODUCTION

1.1 The development of civil aviation is arranged in a single uniform system by integrating flight infrastructure, methods, procedures, and regulations to ensure safe, efficient and effective operations.

1.2 In today's environment, technology in air navigation is in some cases evolving more rapidly than the capacity of aviation stakeholders to cope with it. However, it is necessary for air navigation personnel (ATM and AIS) to accommodate this rapid evolution.

2. DISCUSSION

2.1 Under the Indonesian Aviation Act No. 1 of 2009, air navigation personnel is the personnel who are directly associated with the implementation of the operation and / or maintenance of air navigation facilities.

2.2 The air navigation personnel covers: Air traffic services personnel (ATCO and Aeronautical station operator); air traffic safety electronic personnel (ATSEP); aeronautical information services (AIS) personnel; and flight procedure designer personnel.

2.3 Article 292 of the Indonesian Aviation Act No. 1 of 2009 states that each air navigation personnel is required to have a license or certificate of competence.

2.4 Standards and Recommended Practices for Personnel Licensing were first adopted by the Council on 14 April 1948 pursuant to the provisions of Article 37 of the Convention on International Civil Aviation (Chicago 1944) and designated as Annex 1 to the Convention.

2.5 Annex 1 "Personnel Licensing" sets Standards and Recommended Practices on licensing and rating for pilots, flight crew members, aircraft technician / mechanics / engineers, ATCOs, flight dispatchers and aeronautical station operators.

2.6 States developed national requirements for the issuance of licenses and ratings for air navigation personnel other than personnel in Annex 1. Although in many cases following guidance in ICAO documents, such national requirements causes the dissimilarity among States relating to the requirements for the issuance of the license.

2.7 Licensing of aviation professionals has considerably enhanced safety by providing regulatory standards that guarantee global application of the requirements. AIS personnel, ATSEP and flight procedure designer personnel, who are presently not covered by the SARPS of Annex 1, should therefore be included into Annex 1. Indonesia believes that such requirements for the issuance of a license for all Air Navigation Services professionals would further significantly enhance aviation safety.