

International Civil Aviation Organization



ICAO

**Twenty Sixth Meeting of the Communications/
Navigation and Surveillance Sub-group (CNS SG/26) of
APANPIRG**

Video Tele-Conference, 5 – 9 September 2022

Agenda Item 11: Human Factors and Air Traffic Safety Electronics Personnel (ATSEPs)
Related Training

**STANDARDIZING THE ATSEP TRAINING FOR THE SUCCESSFUL IMPLEMENTATION
OF THE GANP**

(Presented by Nepal)

SUMMARY

Aviation professionals have an essential role in the successful implementation of the GANP. Doc 10057 shall include basic training for the priority modules of ASBU in order to develop the next generation aviation professionals.

1. INTRODUCTION

1.1 Aviation professionals have an essential role in the transition to, and successful implementation of the GANP. The system changes will affect the work of many skilled personnel in the air and on the ground, potentially changing their roles and interactions and even requiring new proficiencies to be developed. Furthermore, with the expected growth of aviation, it is critical that enough qualified and competent personnel are available to ensure a safe and efficient aviation system. So, according to the Doc 9750-AN/963 Fifth Edition – 2016 “Global Air Navigation Plan 2016-2030, for the safe air transportation system along with managing the risks associated with human performance and proactively anticipate interface and workstation design, need of the training for Air Traffic Safety Electronics Personnel (ATSEPs) utilizing competency-based training methods is essential.

2. DISCUSSION

2.1 For the successful implementation of the GANP, human performance needs to be embedded both in the planning and design phases of new systems and technologies as well as during implementation. Doc 10057, “Manual on Air Traffic Safety Electronics Personnel, Competency-based Training and Assessment” specifies the requirements of the procedures for the implementation of competency-based training and assessment for ATSEP were included in the *Procedures for Air Navigation Services — Training* (PANS-TRG, Doc 9868). These procedures provide States, air navigation service providers (ANSPs) and training providers with guidance on how to structure their approach to training and assessment of ATSEP.

Agenda Item 11

05-09/09/22

2.2 Doc 10057 has recommended the ATSEP training be organized in the following phases:

a) Phase 0: Selection

The selection process is not a training phase. However, the ANSP will select candidates in line with its ATSEP profiles and activities.

b) Phase 1: Initial training

Initial training is designed to provide underpinning knowledge and skills and is delivered in two parts: basic training applicable to all ATSEP and qualification training specific to ATSEP profiles.

c) Phase 2: Unit training

After successfully completing the initial training phase, ATSEP undergo unit training. This phase is oriented to the activities an ATSEP will perform in a specific environment. Unit training addresses theoretical and practical issues from equipment-specific and/or site-specific perspectives. It includes on-the-job training (OJT). It is in this phase that ATSEP competencies are developed and assessed.

d) Phase 3: Continuation training

The continuation training phase is designed to maintain competencies and prepare for system upgrades and/or modifications. It includes refresher, emergency and conversion training.

e) Phase 4: Development training

This phase focuses on the development of additional competencies required by a change to or an evolution of an ATSEP's profile.

2.3 Doc 10057 has recommended the Training Objectives for the basic training courses. While specifying the initial training for the priorities modules of ASBU as a integral part of GANP, such as B0 ACDM, B1 ACDM , B0 DATM, B1 DATM, B1 SWIM, B2 SWIM ,FF-ICE are not included in Doc 10057. As part of the Next Generation of Aviation Professionals (NGAP) programme, since ICAO is working with stakeholders to create greater awareness of the impending shortages of personnel, to forecast both global and regional personnel needs, and to assist the global aviation community in attracting, training, educating and retaining the next generation of aviation professionals, the basic training of the above ASBU module shall be included in Doc 10057 , “Manual on Air Traffic Safety Electronics Personnel, Competency-based Training and Assessment” for the successful implementation of the GANP.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) identify the training needs of ATSEPs in some important ASBU modules like B0 ACDM, B1 ACDM , B0 DATM, B1 DATM, B1 SWIM, B2 SWIM for the successful implementation of GANP.
- b) incorporate the ASBU module described above in Doc 10057, “Manual on Air Traffic Safety Electronics Personnel, Competency-based Training.
