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AGENDA ITEM 4: AIR NAVIGATION

**IMPLEMENTATION OF LICENSING AND RATING FOR AIR
TRAFFIC SAFETY ELECTRONICS PERSONNEL
IN INDONESIA**

(Presented by Indonesia)

INFORMATION PAPER

SUMMARY

This paper presents highlights on the potential integration of the Air Traffic Safety Electronic Personnel (ATSEP) System provision into ICAO Annex 1 Personnel Licensing.

IMPLEMENTATION OF LICENSING AND RATING FOR AIR TRAFFIC SAFETY ELECTRONICS PERSONNEL IN INDONESIA

1. INTRODUCTION

1.1 In 2017, ICAO published Doc. 10057 Manual on ATSEP Competency Based Training and Assessment which provides guidance to ANSPs and training organizations on the development of ATSEP Competency-based training and assessment programs.

1.2 Aviation professionals have an essential role in the successful implementation of the GANP. The system changes will affect the workload of many skilled personnel in the air and on the ground, like potentially changing their roles and interaction and even requiring new proficiencies to be developed. Furthermore, with the expected growth of aviation, it is critical that enough qualified and competent personnel should be available to ensure a safe and efficient aviation system.

1.3 In the APANPIRG/34, Indonesia presented working paper, WP/22, which highlight the important role of ATSEP and emphasizes the necessity for establishing their own standards and requirements. In additions, Indonesia presented information paper in CNS SG/28, IP/17, which provide insights regarding the provision of ATSEP Licensing in Indonesia.

1.4 Indonesia has 1,604 personnel hold ATSEP License and Rating to ensure the quality of the facilities sustainably maintains. The ATSEP personnel also conduct other activities, such as teaching, planning, safety management, security management (e.g. network) and quality management. All The ATSEP personnel are well trained to achieve similar standards and requirements on worldwide basis.

1.5 Furthermore, DGCA Indonesia conducts the safety oversight over ATSEP competencies to meet their competency requirements.

1.6 The Implementation of Licensing, Rating, Facility Maintenance and Training for ATSEP Personnel is stipulated in National Regulations of Indonesia, similarly with Annex 1 to the Convention on International Civil Aviation - Personnel Licensing, Chapter 4 regarding general rules of licenses and ratings for personnel other than flight crew members, whereas ICAO has not yet promulgated in Annex 1 regarding ATSEP personnel.

2. DISCUSSION

2.1 In order to support the implementation of ICAO GANP and ASBU elements, The effective performance of the air traffic management (ATM) system depends on competent and qualified ATM professionals. The ATM system is evolving towards a globally integrated and collaborative system.

2.2 Referring to ATSEP human factors guidance material, ATSEP are the authorized personnel who are proven competent to install, operate, maintain, release and return into operations CNS/ATM equipment. In additions, ATSEP are responsible for ensuring the integrity and availability of the information used by both pilot and ATCO. Services performed by ATSEP have been proven throughout the years as a critical to ensuring safety and efficiency in civil aviation.

2.3 Considering that civil aviation is based on worldwide interoperable system, which has led to the new cybersecurity challenges in the area of CNS/ATM, these professional need to be trusted, competent, and responsible in addressing cybersecurity issues and threats in networked ATM systems, at remote CNS facilities or for the 'signal in space'.

2.4 In order to support the ATM system evolved towards a globally integrated and collaborative system, it is necessary for ATSEP to have a shared understanding in term of performance, common competencies and practices.

2.5 ICAO Member States have to develop their own standards and requirements for ATSEP thus to ensure that the personnel are well trained, qualified and competent for maintenance and operation of the advance technology and complex system. The personnel shall also hold a licence and rating in accordance with the applicable provision. It resulting to dissimilarity among those requirements that may lead to uniformity and impacted to different standard levels of safety.

2.6 Thus, Indonesia proposes that ATSEP personal licensing system be included in Annex 1 specially for the provision for the personnel other than Flight Crew Members. Based on consideration of widely scope of work and responsibility of ATSEP as regulated in ICAO Annex 10 vol 1, Annex 10 Vol 2, Annex 10 Vol 3, Annex 10 Vol 4, and Annex 10 Vol 5, it is necessary to standardize ATSEP personnel licensing system worldwide to overcome the diversity of national requirements and regulations.

2.7 Further detailed information related to the provision of Air Traffic Safety Electronics Personnel (ATSEP) in Indonesia can be accessed via google drive: <https://bit.ly/3NAxhQN>

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to note the information contained in this Paper.

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