International Civil Aviation Organization

MIDANPIRG Communication, Navigation and Surveillance Sub-Group

Seventh Meeting (CNS SG/7)
(Cairo, Egypt, 31 May - 02 June 2016)

Agenda Item 4: CNS Planning and Implementation in the MID Region

DEVELOPMENT AND IMPLEMENTATION OF ATSEP CERTIFICATION AND TRAINING FRAMEWORK

(Presented by the United Arab Emirates)

SUMMARY

This working paper provides current state of affairs regarding ATSEP and related training/licensing/certifying system in the United Arab Emirates.

Action by the meeting is at paragraph 3.

REFERENCES

- ICAO Doc 9868 – PANS - Training
- ICAO Training manual Doc 7192 part e-2
- ICAO Assembly 38 W/P151
- ICAO Assembly 38 W/P401
- EASA 1035/2011

1. INTRODUCTION

1.1 The United Arab Emirates are currently implementing regulations to oversight the certification of Air Traffic Safety Electronics Personnel (ATSEP) as at Appendix A. Following the submittal of the working paper ICAO Assembly 38 resolution, W/P 151 Submitted by Indonesia;

"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."
and the report A38 Working paper 401:

‘38.12 The Commission considered A38-WP/151, presented by Indonesia, which outlined the need for Member States to ensure they have well-trained air navigation services (ANS) personnel. The paper also contained a proposal for developing licensing requirements for aeronautical information systems (AIS) personnel, air traffic safety electronics personnel (ATSEP) and flight procedure designer personnel in Annex 1 — Personnel Licensing. The Commission recalled that ICAO had developed, in cooperation with International Federation of Air Traffic Safety Electronics Associations (IFATSEA), competency frameworks for ATSEPs as a means to foster high quality and globally uniform training. The Commission did not come to consensus on whether a sufficient safety case was available to justify the development of international licensing provisions for personnel outside of the scope of the existing disciplines covered under Annex 1. The Commission noted that the absence of international licensing provisions would not preclude States or regions from establishing their own national certification or licensing requirements. The Commission agreed that, resources permitting, the ICAO Council be requested to identify the safety case for the development of international licensing provisions beyond the current scope of disciplines covered under Annex 1’.

1.2 The U.A.E. has decided to fully implement the programs laid out in ICAO Doc 9868 – PANS – Training and ICAO Training manual Doc 7192 part e-2 and adopt and adapt the provisions set down by EASA 1035/2011.

2. DISCUSSION

2.1 The U.A.E. recognizes the need to have a consistent approach in the training and competency of personnel engaged the installation, and maintenance of safety critical systems used by Air Traffic Services etc. The concept of ICAO stating that a systematic approach should be the foundation of safety in the Aviation industry clearly means that all players should treated equally and have the same level of oversight. The UAE has formed a subgroup to its national CNS Technical committee meeting to focus on uniformity of the system. All CNS maintenance organizations within the U.A.E. actively participate in this subgroup.

2.2 The adoption of these programs also offers the opportunity to create programs for new engineers to have access to professional career pathways in a world where new engineers being attracted into the Industry is in decline. Formally recognized by certification, it will also offer the opportunity to create a much more mobile resource where skills are transportable globally.

2.3 The move towards automation will increasingly bring heavier demands on the ATSEP community and increasing liability in the outcome of operations. The contribution to aviation strategies will more and more involve engineering input. As system technologies continue to evolve a clear convergence is starting to appear with Information Technologies, to ensure the safety component of the ATSEP service provision is catered for, the industry as a whole should, employ this methodology to prevent IT personnel, not trained in safety, leaking into system.

3. ACTION BY THE MEETING

3.1 The meeting is invited to encourage States to:

a) Adopt the ATSEP common framework within the Middle East region;

b) study deeply into this matter and the way forward for development and provide results to CNS SG/8; and

c) adopt the terminology of ATSEP within time frame.

- END -