



direction générale
de l'Aviation civile

direction des services de
la Navigation aérienne

DSNA

ESARR 5

Managing ATCO and ATSEP competences in Europe

EIWAC – Tokyo – March 2009

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Managing ATCO and ATSEP competences in Europe

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1. ESARR 5

- ESARR: Eurocontrol SAfety Regulatory Requirements
 - Eurocontrol member states must incorporate those requirements into their national legislation
 - ESARR aims at evolving toward a common regulatory system in Europe
- ESARR 3 sets out requirements for safety oversight and safety management
- ESARR 5
 - Was approved by Eurocontrol in 2000 for ATCOs and 2002 for ATSEPs
 - Takes the general principles of ESARR 3 and applies them to **ATM personnel performing safety related tasks**
 - “The overall safety objective is to ensure competency (...) of ATM services’ personnel responsible for safety related tasks within the provision of ATM services.”

1. ESARR 5

- **Authorities** must ensure that organizations and personnel performing ATM safety related tasks are competent to carry out those tasks.
Authorities assist the ANSP to define what safety related tasks are.
- **Organizations** (ANSP) must ensure that personnel performing ATM safety related tasks:
 - Are **properly trained and competent** to carry out those tasks and
 - Satisfy medical fitness requirements
- **ATCOs and ATSEPs** shall:
 - Not carry task unless having being declared competent and authorized
 - Follow training to ensure ongoing competence
 - Meet medical requirements

1. ESARR 5

- Spectrum of application of ESARR 5 for ATSEP
 - ESARR 5 applies to “engineering and technical personnel **undertaking operational safety related tasks**”
 - Those are defined as:
“Personnel who operate and maintain ATM equipment approved for operational use.
Note: (does not) cover other equipment related functions, such as design, testing, commissioning (...)”
 - Equipment approved for operational use are “**All systems (...)** that have **been operationally released** to be used either by airspace users directly, or are used in the provision of ATM services”

2. EC 2096/2005

- European Commission Regulation (EC) 2096/2005 was issued in December 2005
 - ANSP of EU must comply to obtain ANSP's certificate
- EC 2096 lays down common requirements for ANSP
 - ESARR 3, 4 and 5 (except for ATCO) are adopted by EC
 - “With regard to the personnel involved in **safety related tasks** (...), the provider of ATS shall **document the adequacy of the competence** of the [ATSEP]”

3. ATCO Licence

- According to the European Regulation 550/2004, the Directive 2006/23/EC of the European Commission defines a “Community Air Traffic Controller Licence”
- **All ATCOs in Europe must hold a licence (even military)**
 - Student ATCO licence granted after completion of **initial training**
 - ATCO licence granted after completion of **unit training**
 - Proficiency in English is compulsory (=> language endorsement)
 - 6 possible ratings:
 - Aerodrome control or Approach control or Area control
 - Instrument/Surveillance or Visual/Procedural
 - Each rating allows several different possible endorsements

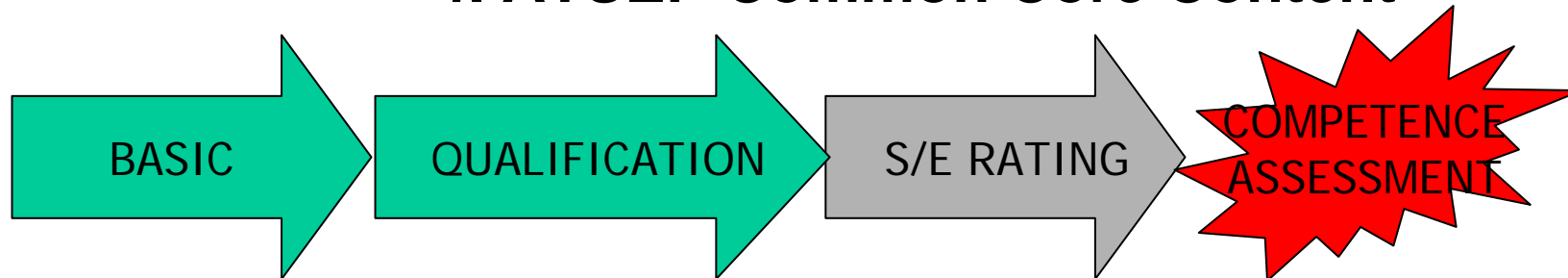
3. ATCO Licence

- Initial training
 - leads to the delivery of the Student ATCO Licence
 - is defined in Eurocontrol's “**Guidelines for air traffic controller Common Core Content Initial Training**” (CCC)
- Unit training
 - leads to the delivery of **Ratings** and to **Unit endorsement**
 - Unit training plan is defined by each unit (and approved by the authority)
 - Unit training is delivered by an **on-the-job training instructor**
 - **Continuing training is compulsory.** The competence of ATCO is assessed every 3 years at least.

4. ATSEP Common Core Content

- The **Common Core Content Initial Training Specification** was issued in January 2009. It is based on the “**Guidelines** for a common qualification level of technical training for ATSEP”.
- The CCC (2009) is not mentioned in ESARR 5 (2002), but EC2096/2005 will be amended to reference it as a standard.
- EC chose to not impose a licence for ATSEP. States Authorities and/or ANSP can chose their way for implementing ESARR 5/CCC.
 - French ANSP chose to introduce a “basic licence” covering Initial Training but not system/equipment rating for ATSEP

4. ATSEP Common Core Content



- Basic training
 - Fundamental knowledge of the CNS/ATM environment
 - Skills applicable to all learner ATSEPS
- Qualification training
 - ATSEP must train in at least one out of 5 domains: Communication (C), Navigation (N), Surveillance (S), Data processing (DP), System monitoring and control (SMC)
 - Knowledge and skills related to a domain
 - 16 streams are identified, within the 5 domains, each corresponding to a generic profile
- At the end of Initial training, students are ready to begin System/Equipment rating

4. ATSEP Common Core Content

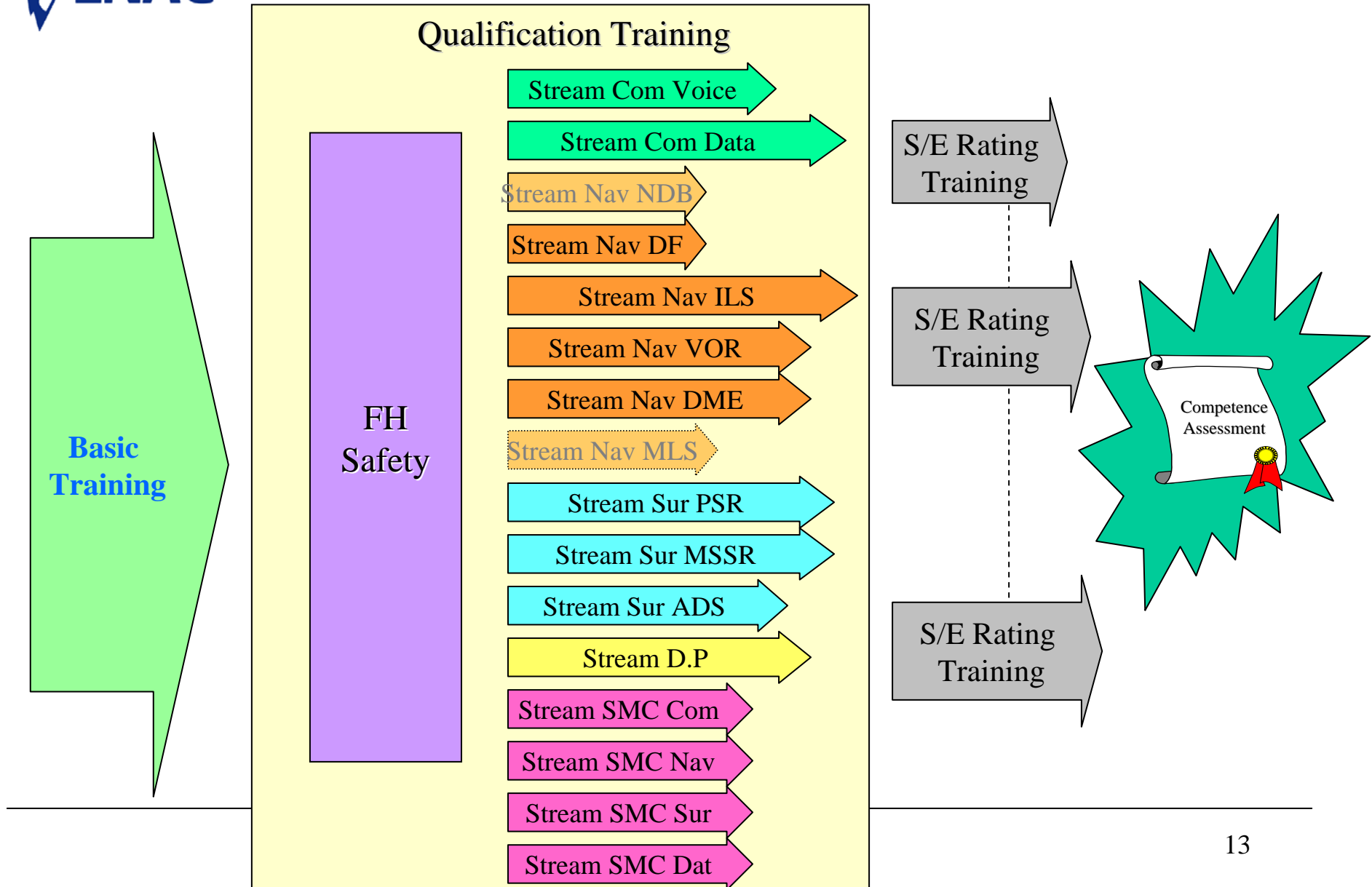
- Today ANSP practices are very different concerning HR management
 - In some ANSP, ATSEP are polyvalent
 - In DSNA, ATSEP have over 5 years of post-graduation training before qualification, all of them are trained on the 5 domains.
 - They first train on C, N, S and DP, then learn SMC once the master maintenance skills
 - In some ANSP, ATSEP are specialised
 - They only work on 1 system during all their career
 - SMC is a stand-alone specialisation, not doing any maintenance on systems
 - Training is completed in a few months
- Difficult to set a common standard for training!

5. Implementation by DSNA

- DSNA chose to implement a basic licence for its ATSEP
- All ATSEP are trained in the 5 domains during initial training.
- Because those systems are more or less safety related, the ATSEP definition is extended to technicians in charge of Air conditioning and Powering systems. 2 Domains are added:
 - Domain Air conditioning (AC) (approx. 1 year of training)
 - Domain Electrotechnics (ET) (approx. 1 year of training)
- Thus, ATSEPs are divided in 3 categories:
 - Electronics engineers, with all 5 standard domains
 - Electrotechnics technicians, with domain ET
 - Air conditioning technicians, with domain AC

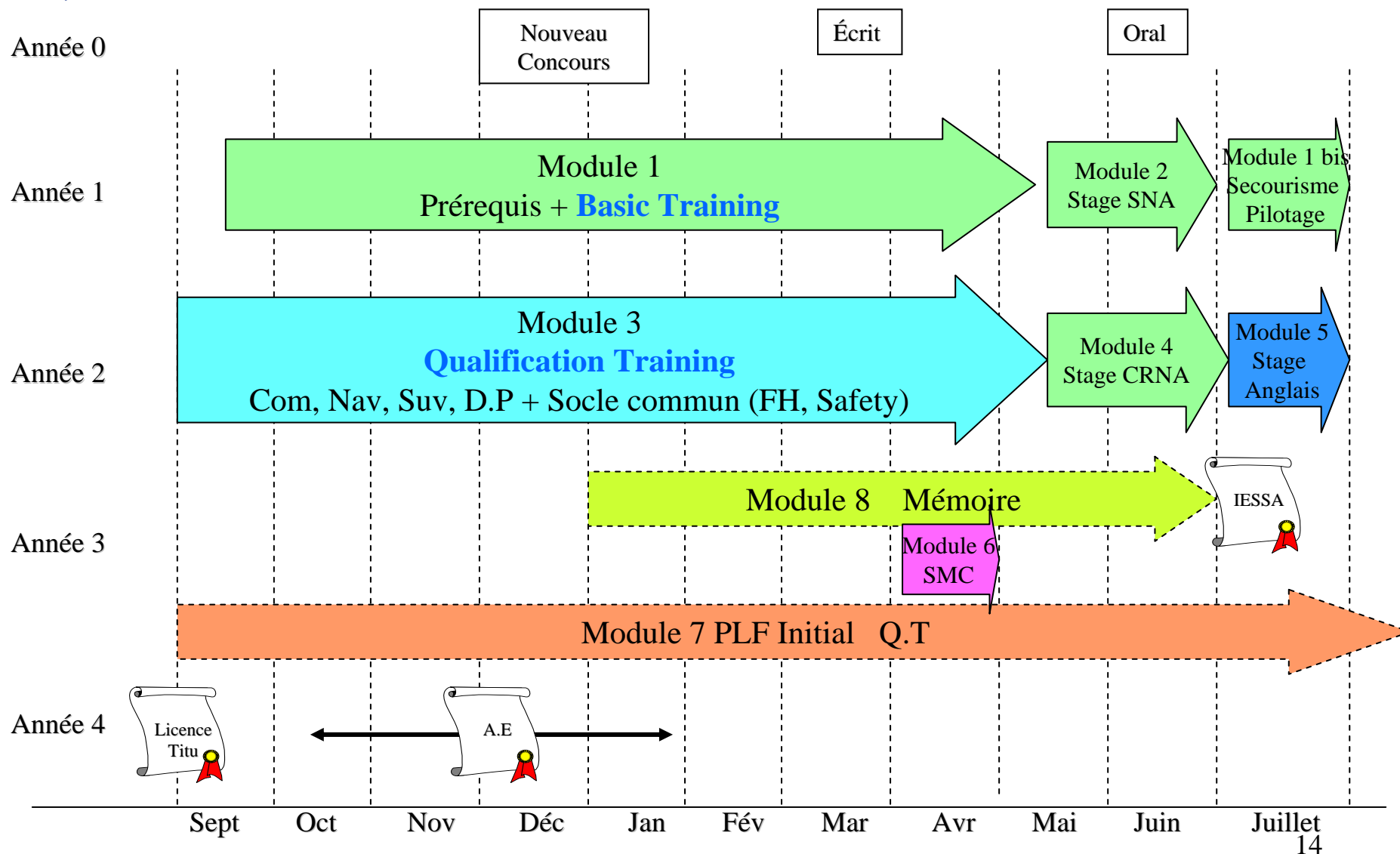


Formation d'un ATSEP





Formation IESSA Licence



Conclusion

- Personnel competence management regulation are being implemented at European level for ATCO and ATSEP
- This implementation aims mostly at better safety through better initial and continuous training practices and competence assessment
- It also aims at reducing disparities/fragmentation between ANSP...
- ... But current differences between ANSP, and inertia of such organisations in a highly safety critical environment, make it difficult to adopt high standards.

Thank you!



Prospective Calendaire

	Basic Training	Qualification Training	Statut du CCC	Nouveauté	S/E Rating Training	Licence	FI IESSA
2009	1ère version conforme CCC	On pourrait demander que les filières soient conformes au CCC	V1 en sept		Révision du Guideline		Nouvelle formation
2010	1er REX & ajustement FI IESSA	1ère version conforme CCC pour tous les IESSA	Intégration dans le CE 2096 (sept)				
2011		1er REX & ajustement FI IESSA					
2012	<i>1ère Révision du BT</i>	<i>1ère Révision du QT Etude pour intégrer la formation en anglais</i>		<i>Introduction du GNSS dans le CCC</i>	<i>Specification</i>	Délivrance de la 1ère licence IESSA conforme CCC	<i>REX nouvelle formation</i>
2013		<i>Design de la 2ème année</i>	<i>V2</i>				
2014/ 2015		<i>1ère version d'un QT bilingue</i>					<i>1ère refonte FI</i>