A NEW ERA FOR AVIATION SAFETY

The International Federation of Air Traffic Safety Electronics Associations (IFATSEA) unites the professional associations of Air Traffic Safety Electronics Personnel (ATSEPs) from around the world. ATSEP is the recognized ICAO terminology for personnel proven to be competent in the installation, operation and/or maintenance of a CNS/ATM system. ICAO recognises observer status for IFATSEA.

Working Together with Eurocontrol, IFATSEA developed the first ATSEP Training Manual adopted as ICAO Doc 7192-AN_857 Part E-2. IFATSEA contributes to SESAR Joint Undertaking activities, defining and validating the future technology platform for Air Traffic Management (ATM) in Europe.

IFATSEA is participating to the EASA rulemaking activities related to ATSEPs and cooperates with IFATCA, IFALPA and ITF.

Air Navigation Service (ANS) technologies include systems in ATM and Communication, Navigation, Surveillance (CNS), Networks, Flight Data Processing **while ATSEP is the first barrier towards Cybersecurity threats.**

The steady growth in air traffic volumes and the introduction of new concepts (e.g.: i4D, RPAS) means that systems and procedures in ANS must be continuously modified and adapted based on software-based solutions which are also managed and overseen by ATSEP.

Furthermore, the **availability, accuracy and integrity of CNS/ATM** being critical enablers for Performance of aviation is secured by competent and trained ATSEPs throughout Europe and worldwide. Every passenger who has landed within bad weather conditions guided by the ILS knows.

ANS rely on an extensive technical infrastructure, with field stations, that are often placed at the top of mountains, at national and regional airports and even in military premises. ATSEP ensure to provide services 24/7 throughout the year. This also makes considerable demands on the ANSPs workforce, in terms of shift work. Working beyond linguistic and cultural borders asks also for a pronounced ability to work as a team.

In addition to their professional competencies, ATSEP must show high degree of self-discipline and flexibility while working on operational online systems, to be able to cope with critical decision-making and psychological pressure, since their decisions impact the flying public safety. Moreover, according to a recent EASA study, the ATSEP profession is identified among others as a top Safety Critical Profession.

That is why IFATSEA strives for a worldwide standard of Licensed ATSEP.

ATSEP are the licensing missing link in the aviation safety chain.

ATSEPs perform, among others, the following activities on operational facilities, depending on their aptitude, training and qualifications:
- preventive and corrective maintenance
- hardware and software specifications and modifications software integration and testing
- compiling and revising documentation , installation and commissioning. Airborne calibrations of navigation and radar facilities and systems monitoring   and   control and project management skills.

Since the start of the early days of the SES reform in the European Union, ATM/CNS has been part of the equation. IFATSEA have been at the forefront of the discussions since the first white paper and the European Commission published in 1996, almost twenty years ago. IFATSEA is always willing to contribute in a forward-looking and socially sustainable way while it is catering for its members.

The workers in the European Aviation represent the backbone (or the Fifth Pillar) of an impressive system, which has evolved over the past two decades, generating significant growth and cohesion throughout the European continent. They will continue to be the key for any future development of the Single European Sky including the Deployment of the PCP (Pilot Common Project) of SESAR technologies, which will bring harmonisation and efficiency in the European ATM arena, while improving safety levels.

No other transport mode will bring you from A to B as fast, as timely and as "cheap" as Air Transport when compared to others. CNS/ATM's contribution to this success should not be underestimated, in particular as the infrastructure almost is completely financed by the users.

With the transition from SES I to SES II and the intended extension to SES II+, IFATSEA raised its substantiated concerns against the unbundling of CNS and other ANS services and considering them as 'Support services'. Even ANSPs prefer to control these services as their business backbone including a big volume of investments.

- IFATSEA believes that unbundling of the **core ANS service of CNS** services domain and changing a working business model, at the same time of critical PCP deployment **introduces a major risk for the Deployment plans**.
- IFATSEA opposed proposals to layoff several ATSEP as a further cost reduction proposal (see PRB report) while CNS service provision indicated a minus 3% trend over RP1. This is unfounded and contradictory, especially when legacy systems will have to be maintained while new SESAR solutions are integrated or fused in.
- In fact, IFATSEA has identified a trend for lack of high qualified ATSEP in the forthcoming years, when SESAR solutions, especially under the light of Cybersecurity requirements, will be implemented.

IFATSEA believe that SES should not fail. Too many jobs and economic cohesion/interdependence are at stake for this to happen. We still do believe any reorganization process can still benefit from our expert input.

In conclusion – as professionals in ATM, together with ATCOs, who:
- guarantee a high level of service and safety for passengers,
- for less than 6€ per flight ticket,
- have a productivity, which is 3% higher than any other network industry in the past decade

IFATSEA support the improvement of safety and performance in aviation and is willing to contribute towards the creation of a truly safe and efficient Single European Sky, which is socially acceptable, sustainable and efficient for all stakeholders involved.

- IFATSEA
  - Welcomes the initiative by EASA to implement common rules in Europe for Training, Qualification and Competence Assessment for ATSEP.
  - Welcomes the update of ICAO Doc 7192-AN_857 Part E-2 ATSEP Training Manual and recognition of ATSEP by ICAO in PANS-TRG Doc 9868 (Competency Based Training for professions in the aviation safety chain) and continues to urge ICAO Member States to include ATSEP in ICAO ANNEX 1.
  - Urges that ANSPs shall employ sufficient number of competent ATSEP to ensure the provision of ATM/ANS in an efficient, continuous and sustainable manner whilst ensuring that safety is not in any way compromised.