

**NOTICE  
TO  
AIR  
NAVIGATION  
SERVICE  
PROVIDERS**

**IRELAND**

**SAFETY REGULATION DIVISION  
IRISH AVIATION AUTHORITY  
THE TIMES BUILDING  
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**Safety Rules for Engineering and Technical Personnel**

**1. Purpose and Background**

- 1.1 EU Regulation 1035/2011 Article 9(a) requires that the Competent Authority issue appropriate safety rules for engineering and technical personnel who undertake safety-related tasks. This notice details the safety rules applicable to such personnel when engaged in safety related tasks associated with the provision of air traffic, communication, navigation or surveillance services.
- 1.2 It is essential to note that the European Aviation Safety Agency (EASA) is now the Competent Authority for rulemaking in the Air Traffic Management / Air Navigation Services domain (ATM/ANS). Regulatory requirements relevant and applicable to engineering and technical personnel who undertake safety related tasks have been established via European Union legislation that is directly applicable and legally binding in Ireland. This regulatory framework continues to evolve and future rules relating to engineering and technical personnel in the ATM/ANS will be developed by EASA.
- 1.3 Ireland is a contracting state to the ICAO (International Civil Aviation Organisation) convention and compliance with the standards defined in the Annexes to the Convention is also required.

**2. Scope**

The scope of this Notice is the applicable safety rules for engineering and technical personnel who undertake safety-related tasks associated with the provision of air traffic, communication, navigation or surveillance services subject to the oversight of the Competent Authority in Ireland (IAA Safety Regulation Division).

**3. References**

ICAO Annex 10 to the Convention on International Civil Aviation

Regulation (EU) No 1035/2011 laying down common requirements for the provision of air navigation services and amending Regulations (EC) No 482/2008 and (EU) No 691/2010

Statutory Instrument S.I. 855 of 2004 Irish Aviation Authority (Air Traffic Service Systems) Order

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#### **4. Legislative Framework**

This notice is intended to highlight to appropriate personnel the key safety rules currently applicable to engineering and technical personnel who undertake safety-related tasks. The sources of such rules include;

- International obligations under ICAO
- European regulatory requirements applicable to;
  - Air navigation service providers
  - Technical and engineering personnel undertaking operational safety related tasks
- National regulatory requirements

#### **5. International Obligations under ICAO**

There is currently no requirement under ICAO Annex 1 (Personnel Licensing) for engineering and technical personnel to be issued with, or to hold, individual documents such as licences.

The equipment and systems installed and operated by ANSPs under the supervision of the Irish competent authority must comply with the applicable standards detailed in the Annexes to the Convention on Civil Aviation. In terms of technical requirements ICAO Annex 10 on Aeronautical Telecommunications is of particular relevance to engineering and technical personnel. Annex 10 comprises the following Volumes;

- Volume I: Radio Navigation Aids
- Volume II: Communications Procedures
- Volume III: Communications Systems
- Volume IV: Surveillance and Collision Avoidance Systems
- Volume V: Aeronautical Radio Frequency Spectrum Utilization

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## 6. European Regulatory Requirements for Technical and Engineering Personnel

The European Commission has issued Regulation (EU) No 1035/2011 laying down common requirements for the provision of air navigation services. Annex II Section 3.3 of this Regulation sets out “Safety requirements for engineering and technical personnel undertaking operational safety related tasks”.

These requirements specify:-

*“Providers of air traffic services shall ensure that technical and engineering personnel including personnel of subcontracted operating organisations who operate and maintain ATM equipment approved for their operational use have and maintain sufficient knowledge and understanding of the services they are supporting, of the actual and potential effects of their work on the safety of those services, and of the appropriate working limits to be applied.*

*With regard to the personnel involved in safety-related tasks including personnel of subcontracted operating organisations, providers of air traffic services shall document the adequacy of the competence of the personnel; the rostering arrangements in place to ensure sufficient capacity and continuity of service; the personnel qualification schemes and policy, the personnel training policy, training plans and records as well as arrangements for the supervision of non-qualified personnel. They shall have procedures in place for cases where the physical or mental condition of the personnel is in doubt.*

*Providers of air traffic services shall maintain a register of information on the numbers, status and deployment of the personnel involved in safety related tasks.*

*That register shall:*

- (a) identify the accountable managers for safety-related functions;*
- (b) record the relevant qualifications of technical and operational personnel, against required skills and competence requirements;*
- (c) specify the locations and duties to which technical and operational personnel are assigned, including any rostering methodology.”*

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**7. National Regulatory Requirements**

Statutory Instrument S.I. 855 of 2004 (Air Traffic Services Systems Order) includes National requirements for the approval of Air Traffic Services Systems and for the maintenance of records for such systems. S.I. 855/2004 also enshrines in Irish Law the right of access to conduct inspections for authorised officers of the IAA.

**Directions**

Irish legislation also provides for the Irish Aviation Authority to issue legally binding directions when considered necessary. In the context of safety rules for engineering and technical personnel one direction currently in force is detailed in Aeronautical Notice S.03 "Measures to Prevent the Transmission of Corrupted Guidance Information from Instrument Landing Systems (ILS)"

**8. FURTHER INFORMATION**

Requests for further information on the contents of this notice should be addressed to:  
[ansdinfo@iaa.ie](mailto:ansdinfo@iaa.ie)

**Chief Executive  
Irish Aviation Authority.**