

ELEVENTH AIR NAVIGATION CONFERENCE

Montreal, 22 September to 3 October 2003

Agenda Item 2: Safety and security in air traffic management (ATM)
2.2: Safety certification of ATM systems

COOPERATION AMONG AVIATION SAFETY REGULATORS

(Presented by Australia)

SUMMARY

This paper briefly discusses the challenges faced by the world's safety regulatory authorities in the face of current changes in technological integration, functional distribution, separation of roles and competition in the provision of services.

These challenges call for the increased formal cooperation between safety regulatory authorities.

1. INTRODUCTION

1.1 Over the years, the States, in exercising their role of independent safety arbiters, have established various kinds of authorization processes related to different aspects of the aviation industry.

1.2 Depending on their scope and country of application, these authorization processes are known by a variety of more or less stable names, such as certification (airworthiness or other), approval (operational or other), entry control (airlines, ATM or other), commissioning (of ATM facilities), etc.

2. DISCUSSION

2.1 The following significant changes are occurring in world aviation.

2.2 Single pieces of equipment (hardware or software) are more and more embodying a number of functions that in the past used to be diverse – that is, physically separate and technologically different. For example, a box may today do position determination, navigation and contain charting information.

2.3 On the other hand, functions are becoming more distributed, that is, entire jobs are being done by pieces of functionality which are somewhere in a world network. For example, when retrieving a

meteorological briefing today, one may not know which of a number of computers is actually delivering it, which compiled it, and which other computers sourced the original material, let alone where any of them is actually located.

2.4 Entire aviation organisations that used to be directly controlled by the States, e.g. in the general field of ATM, are now being subdivided between two roles: regulatory and service provision¹.

2.5 There is a push to introduce competition in several facets of the service provision role (e.g. ATM, AIS, MET, etc.) that had been traditionally discharged by the States. This competition is likely to result in an increased number of organisations delivering the service and coming in and out of the market.

2.6 The above changes are of a structural nature. One thing that has not changed, is that the long term viability of the aviation industry in the world depends heavily on its safety legitimacy, which in turn rests upon the ability of the State to independently arbitrate between the private interest and that which is public.

3. CONCLUSION

3.1 Given that the above changes are structural and that their effect cuts across national boundaries, it follows that the States need to update their joint approach to regulation if they are to maintain their effective role as independent arbiters.

4. ACTION BY THE CONFERENCE

4.1 The Conference is invited to request ICAO to establish mechanisms to ensure that aviation safety regulatory authorities of member States, have formal permanent cooperative links to:

- a) share safety related information;
- b) facilitate the various authorization processes within aviation (e.g. certification, approval, entry control, commissioning, etc.); and
- c) cooperate, on the basis of globally standardised and logically unified safety framework².

— END —

¹ Examples include Australia, the majority of EUROCONTROL member States, Canada and South Africa.

² See Australian paper “A More Coherent Global Framework For Safety And Performance” under agenda item 2.1 (AN-Conf/11-WP/48 refers).