

ELEVENTH AIR NAVIGATION CONFERENCE

Montreal, 22 September to 3 October 2003

Agenda Item 2: Safety and security in air traffic management (ATM)

THE PROBLEMS OF THE ASSESSMENT OF THE LEVEL OF AIR TRAFFIC SAFETY AT THE GLOBAL AND NATIONAL LEVELS

(Presented by the Russian Federation)

SUMMARY

It is proposed to include matters concerning the development of methods for the standardization of approaches to the implementation of the concept of the target level of safety at the global and national levels in ICAO's programme of activities in the air navigation field.

Action by the conference is in paragraph 3.

1. INTRODUCTION

1.1 In accordance with Amendment 40 to Annex 11, as of 27 November 2003 States shall establish acceptable levels of air traffic safety and the corresponding programmes to achieve these levels. In this regard, a number of problems arise that are related to the need to standardize the approaches to the analysis and synthesis of the target level of safety in individual States and regions, as well as globally.

2. DISCUSSION

2.1 It follows from Amendment 40 to Annex 11 that the target levels of air traffic safety and the methods for their assessment in different States may be different. The problem of establishing a global indicator for the level of safety will inevitably arise, as will that of obtaining safety level assessments in different States and of relating them to the global indicator.

2.2 Account should also be taken of the fact that the probability of serious aircraft accidents is extremely low and in developing national programmes to ensure the required level of safety, it will be

impossible to manage without using the world statistics on aircraft accidents (the identification of patterns in the causes of aircraft accidents, the distribution thereof according to flight stages and regions, etc.).

2.3 In view of the above, it becomes necessary to establish a single standardized air traffic safety indicator for ICAO as a whole, as well as methods for determining it and for its subsequent practical use. The task of States in this case is to make it possible to move over from national indicators to a general world indicator and vice-versa.

2.4 An important matter concerning the implementation of the concept of the target level of safety is the determination of the composition of the system to which the target levels of safety will be applied. It is clear that this will not be the ATM system in its traditional understanding since the future global ATM system will include an airborne and space segment, as well as a number of other systems to support its activities. It is only possible to compare and unify the levels of safety achieved in different countries when they relate to equivalent systems. It will be necessary to define more precisely the classification of aircraft accidents related to the global ATM system and make it universal for different States.

2.5 If a coordinated decision is not taken on the problems listed above, these problems may lead to considerable difficulties in the implementation of the concept of the target level of safety at the global level.

3. ACTION BY THE CONFERENCE

3.1 The conference is invited to recommend the inclusion of matters concerning the development of methods for the standardization of approaches to the implementation of the concept of the target level of safety at the global and national levels in ICAO's programme of future activities in the air navigation field.

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