

## **ELEVENTH AIR NAVIGATION CONFERENCE**

**Montreal, 22 September to 3 October 2003**

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

#### **2.3 Safety regulation**

:

### **SAFETY REQUIREMENTS**

(Presented by Colombia)

#### **SUMMARY**

This paper explains the need to determine with uniform criteria the minimum safety requirements with which States must comply.

Action by the conference is in paragraph 4.

## **1. INTRODUCTION**

1.1 ICAO wisely set the date of 27 November 2003 as the deadline for States to implement safety management programmes in their organizations and to establish the acceptable level of safety.

## **2. DISCUSSION**

2.1 ICAO's Annex 11 states that the acceptable level of safety may be specified in qualitative or quantitative terms. It also specifies the following measures which could be used to express the acceptable level of safety:

- a) a maximum probability of an undesirable event, such as collision, loss of separation or runway incursion;
- b) a maximum number of accidents per flight hour;
- c) a maximum number of incidents per aircraft movement;

d) a maximum number of valid short-term conflict alerts (STCA) per aircraft movement.

2.2 Apart from having different references, these criteria allow each State in its judgement to determine a level of safety of its choice. In certain cases, this might not meet the needs or expectations of users and it might vary considerably from one State to another.

2.3 What was stated above could be an obstacle to achieving ATM interoperability and, above all, the seamless concept outlined by ICAO.

2.4 Furthermore, implementation of RVSM and RNP requires that safety assessments be made to determine compliance with the target level of safety (TLS). This suggests that sooner or later States must learn to make these assessments.

### 3. CONCLUSION

3.1 It would therefore be desirable, as ICAO suggests, that the safety levels be established on the basis of regional air navigation agreements in a priority manner and that the possibility of extending the deadline for this task to a later date be considered. A lack of knowledge on the part of States as to how to make the safety assessments directly affects safety.

### 4. ACTION BY THE CONFERENCE

4.1 The conference is invited to agree on the following recommendations:

- a) THAT ICAO study the possibility of recommending to the PIRGs the establishment of acceptable levels of safety for their region in a priority manner in order to ensure the interoperability and implementation of the seamless global ATM concept.
- b) THAT ICAO study the possibility of supporting, through the technical cooperation programmes relating to the transition to the CNS/ATM systems, the training of personnel of States in the subject of Safety Assessment in order to ensure safety and security in air traffic management.

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