

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

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2.3 Safety regulation

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SAFETY REGULATION IN AIR TRAFFIC MANAGEMENT

(Presented by the International Federation of Air Traffic Safety Electronics
Associations (IFATSEA))

SUMMARY

This paper presents the International Federation of Air Traffic Safety Electronics Associations (IFATSEA) position on the requirement for safety regulation in air traffic management and the need for licensing the Air Traffic Safety Electronics Personnel (ATSEP).

Action by the conference is in paragraph 4.

1. INTRODUCTION

1.1 As States continue to move outside the paradigm of the State being the provider and the regulator of the air navigation service, and with the necessity to ensure air traffic management (ATM) safety at the global level, there is a requirement to address and establish an international mean of regulating safety within the ATM.

1.2 The evolution and implementation of technology is redefining the role and responsibilities of ATM operational staff. Controllers and Pilots have now many “electronic tools” to help them in doing their jobs. The people (ATSEP) who install and maintain these CNS/ATM systems/equipment are playing a greater role in the Aviation Safety Chain.

2. DISCUSSION

2.1 Responsible International Authorities need to provide regulatory guidance material and supply the minimum levels of performance that will insure the safety in ATM. The regulatory process must be independent and be seen to be so.

2.2 The States have the authority and responsibility to carry out safety oversight of air traffic management functions. The States must ensure their ANS are safe and secure. The oversight must follow the predefined guidance material of International Standards and Recommended Practices (SARPs), written by a third party, such as ICAO's Annex 10, which is used for CNS.

2.3 The regulatory process must be safe and effective by maintaining the necessary safeguards on the performance of the ANS provider. International ATM standards for installation and maintenance of ATM systems/equipment are needed for meeting the required total system performance (RTSP). The CNS/ATM technology has no longer geographical boundaries. Information or data from a specific CNS or ATM system may be distributed "electronically" throughout the world. The Air Traffic Safety Electronic Personnel (ATSEP) shall be trained, qualified and licensed to a predefined international licensing criterion.

2.4 Presently, ATM systems are evolving within a framework that ensures the requirements of its system. From a regulatory perspective we need to guarantee interoperability, harmony and performance across these systems by international safety management mechanisms such as regulated system certification.

3. CONCLUSION

3.1 As defined in the ATM operational concept, technology and the people who make that technology working have more responsibilities. ATSEP are in this category.

3.2 ATM international standards need to be developed and implemented globally for meeting RTSP.

3.3 IFATSEA supports a strong regulatory presence with common global levels of minimum performance.

3.4 The air navigation services need well trained licensed ATSEP for certifying CNS/ATM safety critical systems.

4. ACTION BY THE CONFERENCE

4.1 The conference is invited to:

- a) note the increasing roles and responsibilities of ATSEP for maintaining a safe CNS/ATM infrastructure;
- b) support the development and implementation of International ATM standards; and
- c) agree on the principle of including ATSEP into ICAO Annex 1.

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