

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 :

AIR TRAFFIC MANAGEMENT SYSTEM CERTIFICATION

(Presented by Arab States Member of the Arab Civil Aviation Commission¹)

SUMMARY

Air traffic management (ATM) system certification is considered, from the perspective of safety, to be highly complex in view of the myriad of factors affecting service levels. In order to facilitate proper certification, ICAO is expected to prepare clearer functional procedures and establish certification criteria which take in consideration all requirements.

Action by the conference is in paragraph 2.

1. INTRODUCTION

1.1 The main goal of the Universal Safety Oversight Programme is to reduce aviation accidents and improve safety levels.

1.2 Within this context, Amendment 4 to Annex 14, Volume I and Amendment 41 to Annex 11 concerning ATM services were introduced.

1.3 In this respect, the Air Navigation Committee of Arab Civil Aviation Commission (ACAC) has been studying since 1999 the subject of airport certification and sensitized the Arab Member States to the possible introduction of the certification concept.

¹ Bahrain, Egypt, Iraq, Jordan, Lebanon, Libyan Arab Jamahiriya, Morocco, Oman, Palestine, Qatar, Saudi Arabia, Sudan, Syria, Tunisia, United Arab Emirates, and Yemen.

1.4 Given the importance of this issue, ACAC General Assembly adopted Resolution 35-GA/5 on 18 May 2000, requesting Member States to take the necessary steps for the application of the certification concept in the air navigation field.

2. DISCUSSION

2.1 Doc 8774, *Manual on Aerodrome Certification*, sets forth the certification steps. More information is to be found in the *Airport Operation Manual*. Both documents helped Contracting States to implement Amendment 4 concerning aerodrome certification.

2.2 Different areas have different levels of ATM service performance. This is due to:

- a) equipment quality (communication/navigation/surveillance);
- b) air traffic density; and
- c) human factor qualification ... etc. and other more complex factors that may hamper the will to reach a certain safety level.

3. ACTION BY THE CONFERENCE

3.1 The conference is invited to:

- a) take note of this working paper; and
- b) recommend that ICAO produce an ATM system certification Manual, including:
 - 1) certification procedures;
 - 2) certification criteria;
 - 3) criteria for the operation of area control centres; and
 - 4) sustained inspection functions.

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