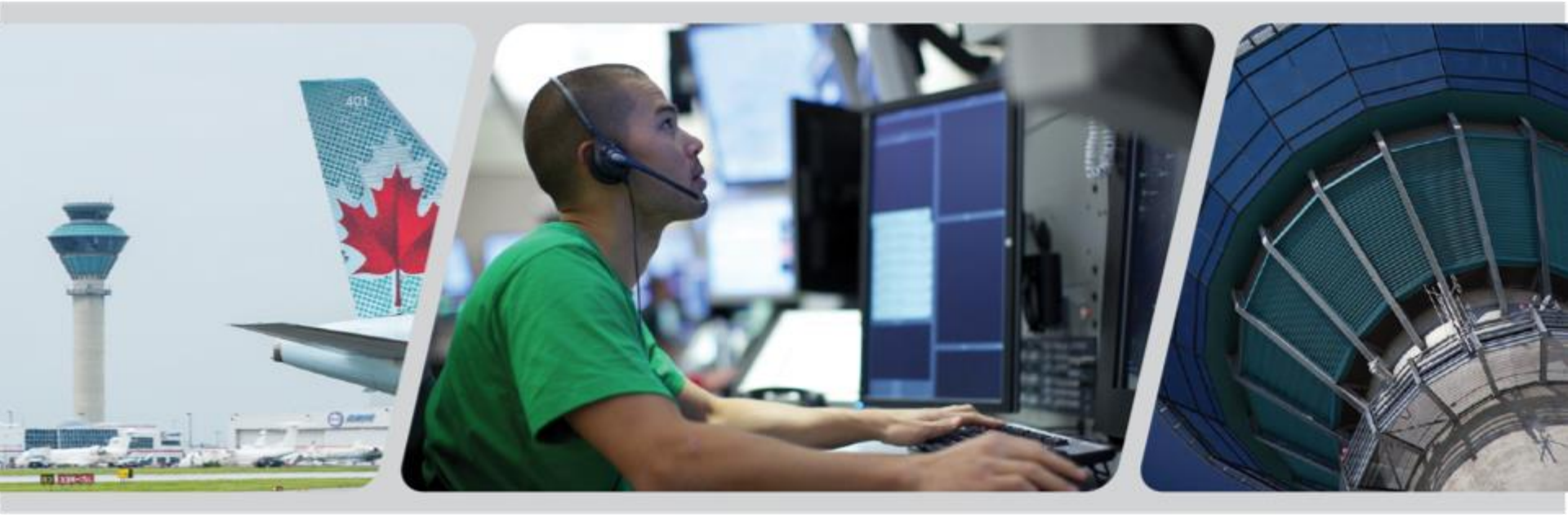
CATCA ACCTA

Canadian Air Traffic Control Association

Association canadienne du contrôle du trafic aérien



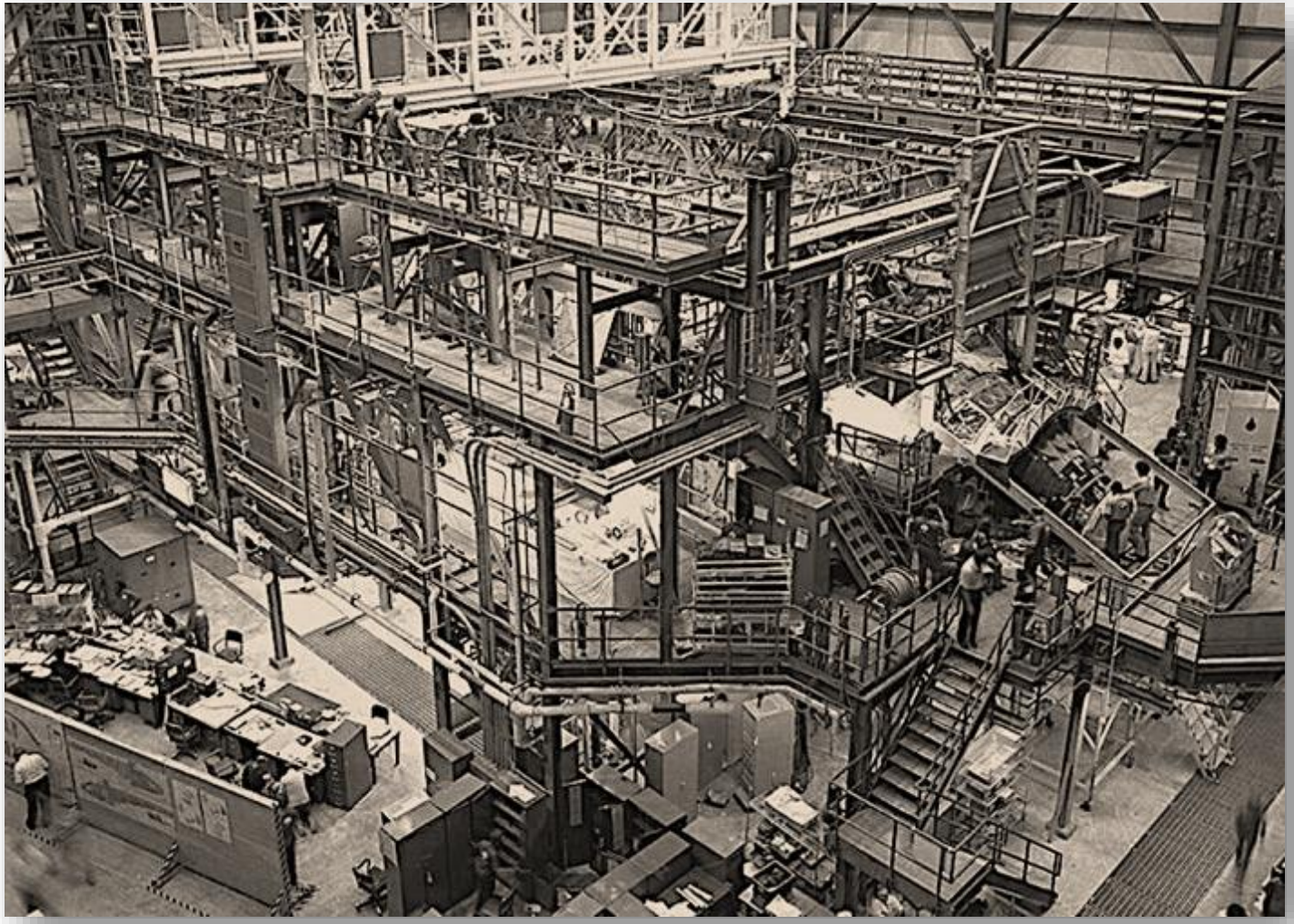
FROM CATCA TO ICAO

PRESENTED BY THE IFATCA LIAISON OFFICER TO THE ICAO ANC

IFATCA

CATCA ACCTA

WHAT IS ICAO DOING?



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FIVE STRATEGIC OBJECTIVES:

Safety

Capacity & Efficiency

Security

Economic Development

Environmental Protection

CATCA ACCTA

ANNEXES, PANS, MANUALS AND CIRCULARS

In addition to the Chicago Convention:

- 19 Annexes;
- Procedures for Air Navigation Services (PANS, ex.: Doc. 4444);
- The Global Air Navigation Plan (GANP);
- The Global Aviation Safety Plan (GASP).

CATCA ACCTA

THE ASSEMBLY

CATCA ACCTA

THE COUNCIL

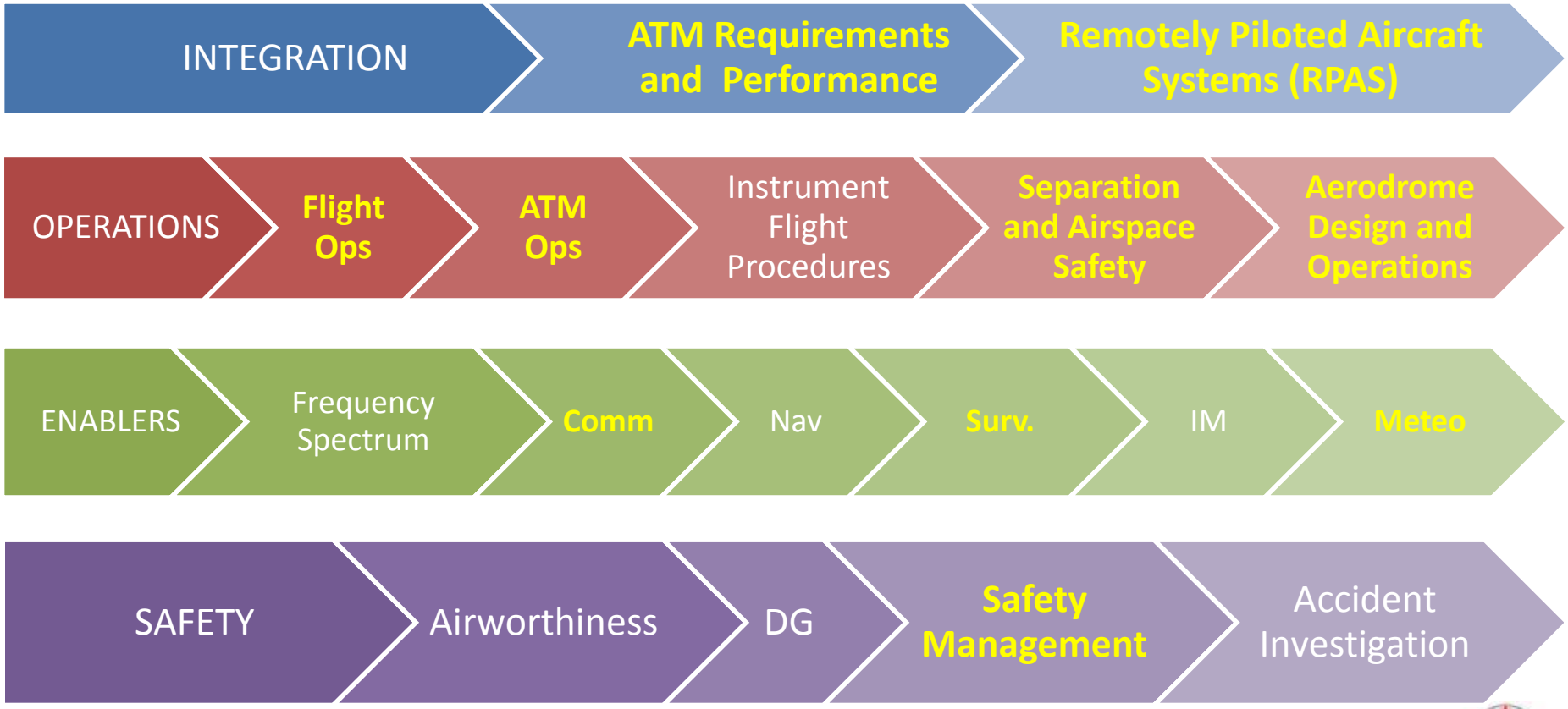
CATCA ACCTA

THE AIR NAVIGATION COMMISSION

THE AIR NAVIGATION BUREAU

CATCA ACCTA

THE ANC PANELS



Contracting States

Assembly

Secretariat

Council

ANC

International Organizations

Meetings, Panels and Committees

THE INFLUENCE OF IFATCA

Proposal for action

ANC

ANC Panel

Secretariat

Divisional meeting

Study Group

Technical proposal

ANC Preliminary Review

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THE INFLUENCE OF IFATCA

WHY?

- The MANOPS is using many ICAO Standards;
- Sometimes Standards adopted by ICAO are either inappropriate, insufficient or outdated for our needs;
- Sometimes there is no Standard for a given situation;
- ICAO needs Air Traffic Controller's expertise to develop Standards;
- Air Traffic Controllers need ICAO to understand our needs;
- If the answer is : "it comes from ICAO", then we need a way to change what comes from ICAO!

CATCA ACCTA

WHY?

- Canadian controllers are leading the way in many domains;
- Our expertise is highly regarded internationally;
- Our expertise can help other countries;
- IFATCA has a voice in ICAO, through its presence in the ANC;
- One way for CATCA to help is to support the work of IFATCA;
- It is a WIN-WIN situation where both organizations exchange expertise and support.

WHY?

- IFATCA has a voice in the ANC and can represent us and all other Member Associations;
- It maintains IFATCA's presence and influence in ICAO;
- Contacts with ICAO Secretariat and other groups increase understanding and awareness of ATC reality;
- Input and support to ICAO on critical aviation issues can benefit us in the long term;
- Liaison and dialogue between ICAO and IFATCA is maintained : it fosters cooperation and good partnerships.

ICAO PREDICTION OF GLOBAL AIR TRAFFIC

CATCA ACCTA

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CATCA ACCTA
Canadian Air Traffic Control Association
Association canadienne du contrôle du trafic aérien

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IFATCA

CATCA ACCTA

CANADIAN AIR TRAFFIC CONTROLLERS ASSOCIATION

NATIONAL CONFERENCE – Halifax, NS, April 6-8, 2016

THE STRUCTURE OF ICAO

Presented by:

The IFATCA Liaison Officer to the ICAO Air Navigation Commission

CATCA
Canadian Air Traffic Control Association

INTER NATIONAL FEDERATION OF AIR TRAFFIC CONTROLLERS ASSNS
IFATCA

Table of Contents

THE STRUCTURE OF ICAO[1]
Presented by the IFATCA Liaison Officer to the ICAO Air Navigation Commission

The Role of the International Civil Aviation Organization (ICAO)

The International Civil Aviation Organization is a specialized agency of the United Nations whose objectives include ensuring the safe and orderly growth of international civil aviation, developing the principles and techniques of international air navigation and fostering the planning and development of international air transport (ICAO, 2016).

In 1944, 52 States met in Chicago and created The Convention on International Civil Aviation. (The Chicago Convention) The latter established the International Civil Aviation Organization (ICAO) and defined the privileges and restrictions of contracting States, along with the provisions for the adoption of Standards and Recommended Practices (SARPs) for the regulation of air navigation. ICAO provides the only global forum for international aviation issues.

Strategic objectives

ICAO has five strategic objectives:

- *Safety;*
- *Air Navigation Capacity and Efficiency;*
- *Security & Facilitation;*
- *Economic Development of Air Transport; and*
- *Environmental Protection.*

[1] *International Civil Aviation Organization. (2016).* About ICAO. *Accessed 21 January 2016. <http://www.icao.int/about-icao/Pages/default.aspx >.*

These objectives can be grouped under three categories, as depicted in the following table:

Safety	Sustainability	Security
ATM Airspace optimization	*Environment Outreach*	*Facilitation*
PBN	*Environment Local Air Quality*	*Security*
SMS Implementation	*Environment Climatic Change*	*Security Audit*
Airworthiness	*Environment Noise*	
ATM Global Management	*Data Link*	
Regional Safety activities	*Meteorology*	
Qualified Aviation Professionals (NGAP)	*Airport/ANS Cost Effectiveness*	
Regional Coordination of Safety-related activities	*Enhanced Transparency Aviation Policies*	*Regional Coordination of Security related Activities*
Aerodrome Safety	*Digital CNS*	
Accident investigation	*Statistics*	
Safety Audits	*Sustainable Air Transport*	
Civil/Military Cooperation	*CNS/Frequency Spectrum*	*ISD Security MRTTD and identification Management*
ATM SARPs	*Critical Safety Risk Response*	
Regional Safety Oversight Organizations (RSOO)	*Regional Coordination of Sustainability related Activities*	
AFI Comprehensive Implementation Programme		
Safety Revenue Generating (self funding) activities		

Table 1 – ICAO Strategic Objectives

Annexes to the Convention, Procedures for Air Navigation Services (PANS), Manuals and Circulars

In addition to the Convention itself, there are 19 Annexes to the Convention. Their purpose is to establish international Standards and Recommended Practices (SARPs). The difference between a Standard and a Recommended Practice is significant:

- ***Standard:*** *necessary for the safety or regularity of international aviation.*
- ***Recommended Practice:*** *desirable for the safety or regularity of international aviation.*

In order to complement the Annexes, many other documents are published by ICAO. These documents will be discussed later in this paper. The following table provides a list of the topics covered by the 19 Annexes to the Chicago Convention:

Annex 1	*Personnel Licensing*	***Annex 2***	***Rules of the Air***
Annex 3	*Meteorological Service for International Air Navigation*	***Annex 4***	*Aeronautical Charts*
Annex 5	*Units of Measurement to be Used in Air and Ground Operations*	***Annex 6***	*Operation of Aircraft*
Annex 7	*Aircraft Nationality and Registration Marks*	***Annex 8***	*Airworthiness of Aircraft*
Annex 9	*Facilitation*	***Annex 10***	***Aeronautical Telecommunications***
Annex 11	***Air Traffic Services***	***Annex 12***	*Search and Rescue*
Annex 13	*Aircraft Accident and Incident Investigation*	***Annex 14***	*Aerodromes*
Annex 15	*Aeronautical Information Services*	***Annex 16***	*Environmental Protection*
Annex 17	*Security*	***Annex 18***	*The Safe Transport of Dangerous Goods by Air*
Annex 19	*Safety Management*		

Table 2 – Annexes to the Chicago Convention

The ICAO Framework is composed of three plans:

- *The business plan;*
- *The Global Aviation Safety Plan (GASP); and*
- *The Global Air Navigation Plan (GANP).*

The GASP & Objectives[2]

The GASP sets forth a strategy which supports the prioritization and continuous improvement of aviation safety. The GASP follows an approach and philosophy similar to that of the GANP. Both documents promote coordination and collaboration among international, regional and national initiatives aimed at delivering a harmonized, safe and efficient international civil aviation system. The next figure depicts an overview of the GASP objectives and timelines:

Effective Safety Oversight	*SSP (State Safety Program)*	*Predictive Risk Management*
Mechanisms for sharing of safety information	*Mature regional monitoring and safety management programs*	*Implement advanced safety oversight systems, including predictive risk management*
SSP implementation for those States who already achieved the objective above	*SSP implementation*	
2017 (near term)	*2022 (mid term)*	*2028 (long term)*

Table 3 – Overview of the GASP

[2] *ICAO. (2015).* Doc 10004 - Global Aviation Safety Plan. *Montréal, Canada: International Civil Aviation Organization.*

What is expected from States, Regions and Industry

States:

- *Consistent implementation of international Standards*
- *Consistent regulatory oversight*
- *Effective errors / incidents reporting*
- *Effective incident and accident investigation*

Regions:

- *Consistent coordination of regional programmes*

Industry:

- *Effective reporting and analysis of errors and incidents*
- *Consistent use of Safety Management Systems*
- *Consistent compliance with regulatory requirements*
- *Consistent adoption of industry best practices*
- *Alignment of global industry safety strategies*
- *Sufficient number of qualified personnel*
- *Effective use of technology to enhance safety*

Relation between the GANP and the GASP

The Global Aviation Safety Roadmap constitutes the basis on which the GASP is built and is an integral part of it. From a practical point of view, the GASP can be seen as the ICAO strategy for States, regions and industry to address the focus areas identified in the roadmap. The GASP also establishes a coordination mechanism to ensure that the roadmap and the plan are kept up-to-date in a coordinated way.

The GANP & Objectives[3]

The 2016–2030 ICAO GANP presents all States with a comprehensive planning tool supporting a harmonized global Air Navigation system. It identifies all potential performance improvements available today, details the next generation of ground and avionics technologies that will be deployed worldwide, and provides the investment certainty needed for States and Industry to make strategic decisions for their individual planning purposes.

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[3] *ICAO. (2016).* Doc 9750-AN/963 - Global Air Navigation Plan. *Montréal, Canada: International Civil Aviation Organization.*

The objective of the GANP is to increase capacity and improve efficiency of the global civil aviation system whilst improving or at least maintaining safety. The GANP also includes strategies for addressing the other ICAO Strategic Objectives. The GANP includes the Aviation System Block Upgrade (ASBU) framework, which consists of modules and their associated Technology Roadmaps covering inter alia communications, surveillance, navigation, information management and avionics.

The ASBUs are designed to be used by the Regions, sub regions and States when they wish to adopt the relevant Blocks or individual Modules to help achieve harmonization and interoperability by their consistent application across the Regions and the world. The GANP, along with other high-level ICAO plans, will help ICAO regions, sub regions and States establish their air navigation priorities for the next 15 years.

Expected role of the GANP

- *The GANP obliges States to map their national or regional programs against the harmonized GANP, but provides them with far greater certainty of investment.*
- *It requires active collaboration among States through the Planning and Implementation Regional Groups (PIRGs) in order to coordinate initiatives within applicable regional Air Navigation Plans.*
- *It provides required tools for States and regions to develop comprehensive business case analyses as they seek to realize their specific operational improvements.*
- *Finally, it provides a vision of the evolution of the Global Air Traffic Management (ATM) system and the potential requirements to industry, for better anticipation in its products.*

The structure of ICAO

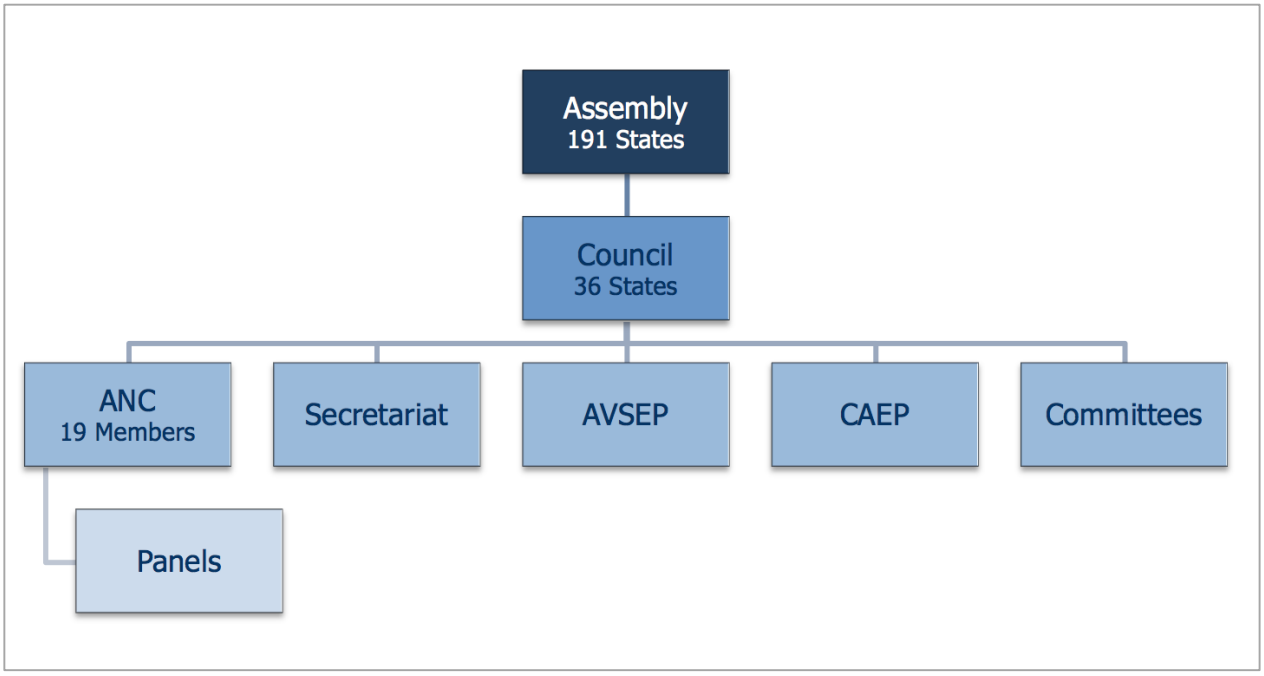

Figure 1 – The ICAO Structure

The Assembly

The Assembly is the sovereign body of ICAO. It meets at least once every three years and handles broad policy issues. The 39th ICAO Assembly is scheduled to take place this year, at the end of September. The Assembly conducts a review of the complete work of ICAO in the technical, economic, legal and technical assistance fields and sets ICAO's work program for the next three years. Each Contracting State has one vote on any given issue.

The Council

The Council is the governing body of ICAO. It is a resident body comprised of 36 representatives from Member States elected by the Assembly for three-year terms. The Council carries out the work program of the Assembly, acts as an arbiter between States and investigates obstacles to international aviation.

One of the primary duties of the Council is to adopt SARPs and incorporate these as Annexes to the Convention to achieve international uniformity, standardization and improve air safety, efficiency and regularity.

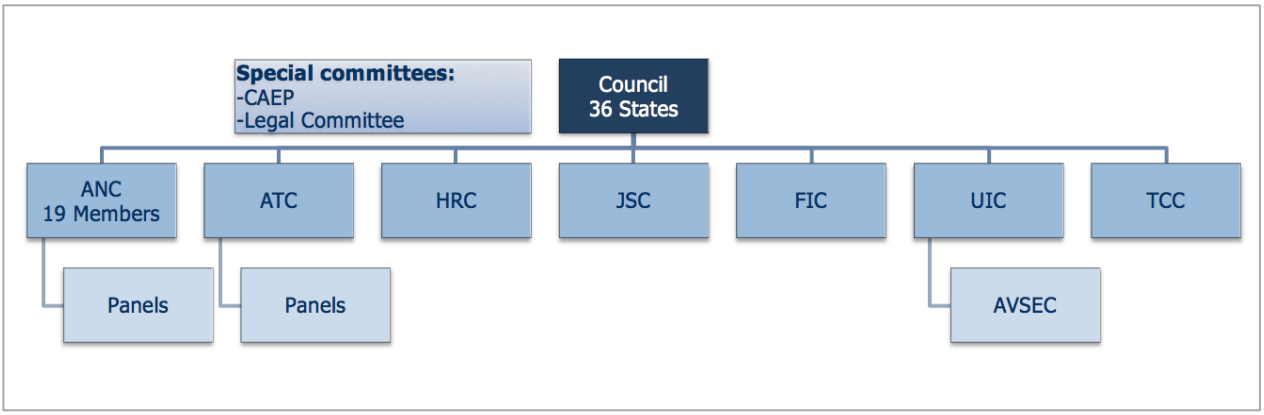

Figure 2 – The structure of the Council

The council is in charge of the following bodies within ICAO:

Human Resources Committee (HRC): *comprises nine Council members. Serves as an advisory Panel for the Secretary General on personnel related decisions.*

Air Transport Committee (ATC): *comprises all 36 Council members. The ATC also has Panels.*

Joint Support Committee (JSC): *comprises 13 members and oversees navigation and surveillance infrastructures pertaining to transatlantic flights.*

Finance Committee (FIC): *comprises 17 Council members, oversees all aspects having a financial impact for ICAO (e.g.: budget, internal and external financial and performance audits).*

Unlawful Interference Committee (UIC): *comprises 20 council members. Advises on preventive measures and procedures against unlawful seizure of aircraft and other unlawful acts of interference. Oversees the Aviation Security (AVSEC) branch.*

Technical Corporation Committee (TCC): *comprises 17 Council members. Alongside with the Technical Corporation Bureau (TCB), coordinates, manages and implements, in member States, civil aviation assistance projects which are financed by States or other sources.*

Legal Committee: *advises on interpretation and amendment of the Convention, provides recommendations on questions of international law.*

Committee on Aviation Environmental Protection (CAEP): *all 22 members are elected by the Council. Environment-related matters.*

There are also two standing working groups under the umbrella of the Council:

- ***Efficiency:*** *8 members, Council work program, efficiency of Council, Secretariat and Assembly.*
- ***Governance:*** *9 members, convention-related issues, Assembly resolutions.*

The Air Transport Committee

The ATC, along with the Air Navigation Commission (ANC), are the only two non-Council bodies mentioned in the Chicago Convention. The ATC comprises all Council members, IATA and IFALPA. Examples of the AT Committee's work include research and recommendations on:

- *facilitation issues;*
- *policy guidance on airport route facility economics and management;*
- *statistical reporting and recommended policies on taxation; and*
- *consideration of air transport issues in global conferences.*

The ATC has under its governance five panels:

ANS Economics (ANSEP): *user fees, ICAO documents basis for fees;*

Air Transport Regulation (ATRP): *bilateral and international Air Services Agreements, tickets fares (airfares), Computer Reservation Systems (CRS);*

Statistics (STAP): *statistics, data, programs and publication;*

Airport Economics (AEP): *airport fees; and*

Facilitation (FALP): *Passenger Name Records (PNR), passengers with reduced mobility, visa excerptions and deregulations, Machine Readable Documents (MRD).*

The Aviation Security Branch

The AVSEC Branch administers the work on aviation security. The Branch:

- *provides States with advice on security organization & techniques for complying with ICAO SARPs;*
- *is the single point of contact for each Member State;*
- *coordinates aviation security training programs;*
- *distributes donated security equipment & training aids to appropriate recipients; and*
- *provides Secretariat support for the Aviation Security Panel and the Ad-Hoc Group of Experts on Explosives Detection.*

The Secretariat

The Secretariat carries out ICAO's work program and serves as ICAO's permanent administrative body. Each Council Committee/Commission and Panel is supported by the Secretariat. The Secretariat staff maintains ICAO documents (e.g. Annexes, etc.) The seven Regional ICAO Offices which develop and implement regional aviation initiatives are also included under the Secretariat.

The Air Navigation Bureau

The Air Navigation Bureau (ANB) supports accomplishment of the technical work program of the organization, provides expert Secretariat support for the ANC, Council, Assembly and Regional Air Navigation (RAN) Meetings. The ANB also prepares publications related to SARP amendments and compiles and publishes a list of States' differences with SARPs. Finally, the director of the ANB serves as Secretary to the ANC.

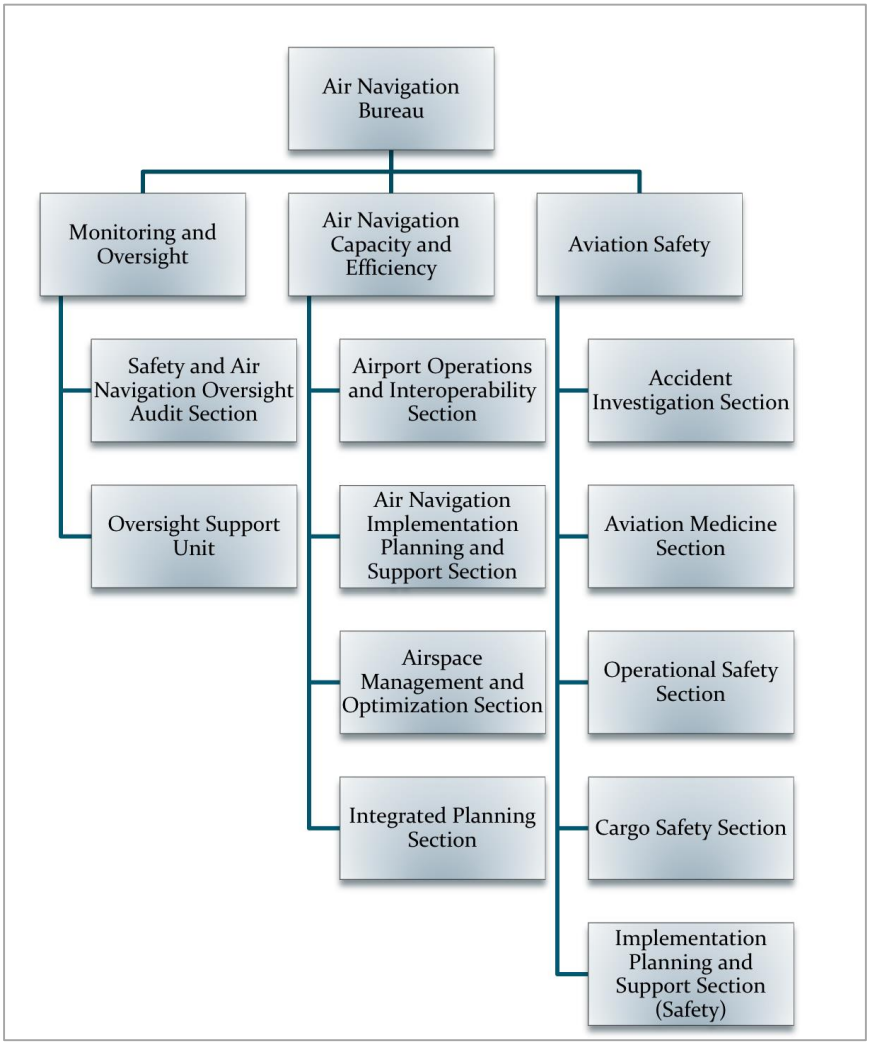

Figure 3 – The structure of the ANB

The Regional Offices

The various regional offices of ICAO are in charge of maintaining Air Navigation Plans (ANPs) and facilitating implementation of ANP components. They provide liaison between ICAO Headquarters and States on air transport development, technical assistance requests and similar issues. They also provide regional access to technical experts, support regional meetings like PIRG and Regional Aviation Safety Groups (RASGs). These regional offices are located in Bangkok, Cairo, Dakar, Lima, Nairobi and Mexico City. There is also an antenna in Beijing.

The Air Navigation Commission

The ANC comprises 19 qualified technical experts nominated by Member States appointed by the Council. The ANC is the technical advisory body of the Council and it examines, coordinates and plans ICAO's work in the air navigation field. It has the power to form Panels of technical experts from States and Organizations to study specific issues and develop SARPs, PANS and Guidance Material (GM).

The ANC also comprises 8 permanent Industry Observers. These members are advising the Commission, when required, on the various topics brought in the Chamber and may suggest alternatives or express concerns on the issues discussed. They are taking part to the discussions, attend Commission Group (CG) meetings, Program Deliverables Production (PDP) meetings and Strategic Review and Planning (SRP) meetings. They may also be part of the various Panels of ICAO, attend symposia and other events of interest where they can provide their expertise and advise.

The Industry Observers are not allowed to vote in the Chamber. This does not have a significant impact however, since most of the decisions are reached by consensus and voting is rarely used. The 8 Industry Observers are:

- ***ACI:** Airports Council International;*
- ***CANSO:** Civil Air Navigation Services Organization;*
- ***IAOPA:** International Council of Aircraft Owner and Pilot Association;*
- ***IATA:** International Air Transport Association;*
- ***IBAC:** International Business Aviation Council;*
- ***ICCAIA:** International Coordinating Council of Aerospace Industries Associations;*
- ***IFALPA:** International Federation of Air Line Pilots' Associations; and*
- ***IFATCA:** International Federation of Air Traffic Controllers' Associations.*

The ANC Panels

The ANC Panels are groups of technical experts from States and Organizations mandated by the ANC to study specific issues and develop SARPs, PANS and Guidance Material (GM). They are grouped in four categories and some of them have Study Groups (SGs) or Working Groups (WG). The following figure presents an overview of the ANC Panels:

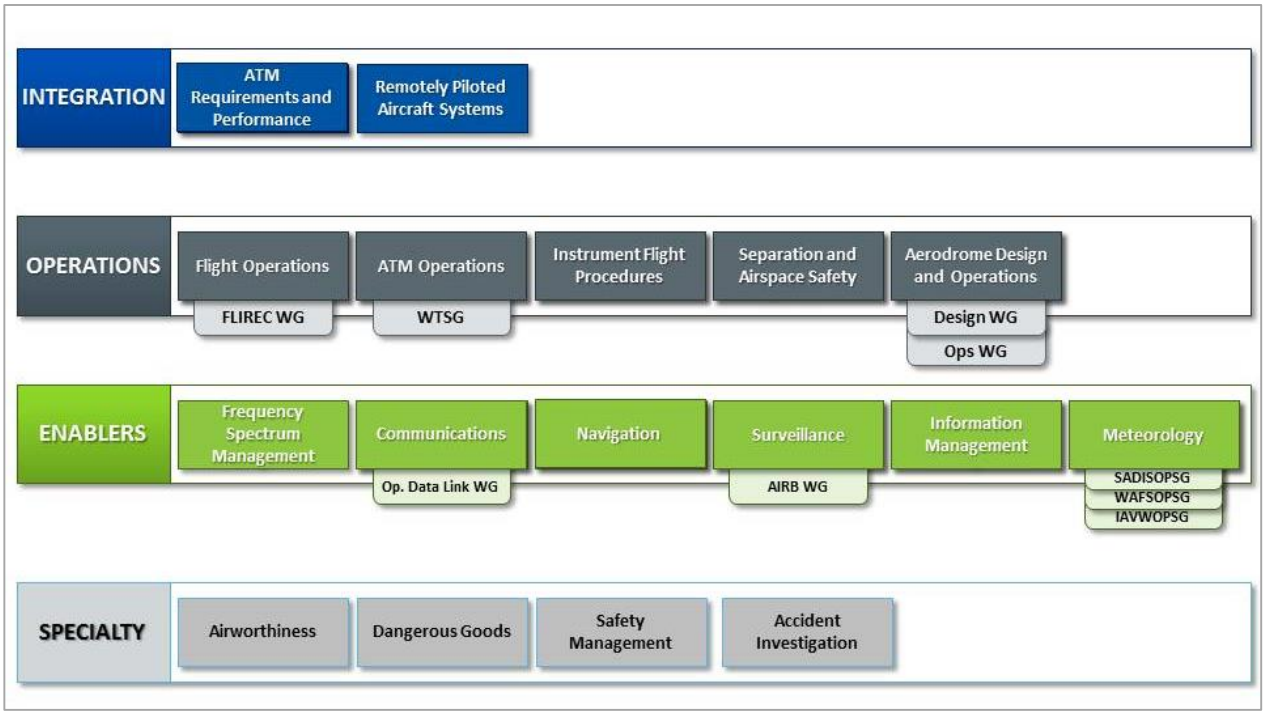

Figure 4 – ANC Panels

Currently, IFATCA has an active ICAO Representative on the following ANC Panels:

- ***ATMRPP** (Air Traffic Management Requirements and Performance)*
- ***RPASP** (Remotely Piloted Aircraft Systems)*
- ***FLTOPSP** (Flight Operations)*
- ***ATMOPSP** (ATM Operations)*
- ***SASP** (Separation and Airspace Safety)*
- ***ADOP** (Aerodrome Design and Operations)*
- ***CP** (Communications (OPDLWG))*
- ***SP** (Surveillance)*
- ***METP** (Meteorology)*
- ***SMP** (Safety Management)*

The Standard-making process in ICAO can be divided in four different phases:

- *The origin of the proposal (the problem statement);*
- *The development phase;*
- *The review phase; and*
- *The adoption and publication phase.*

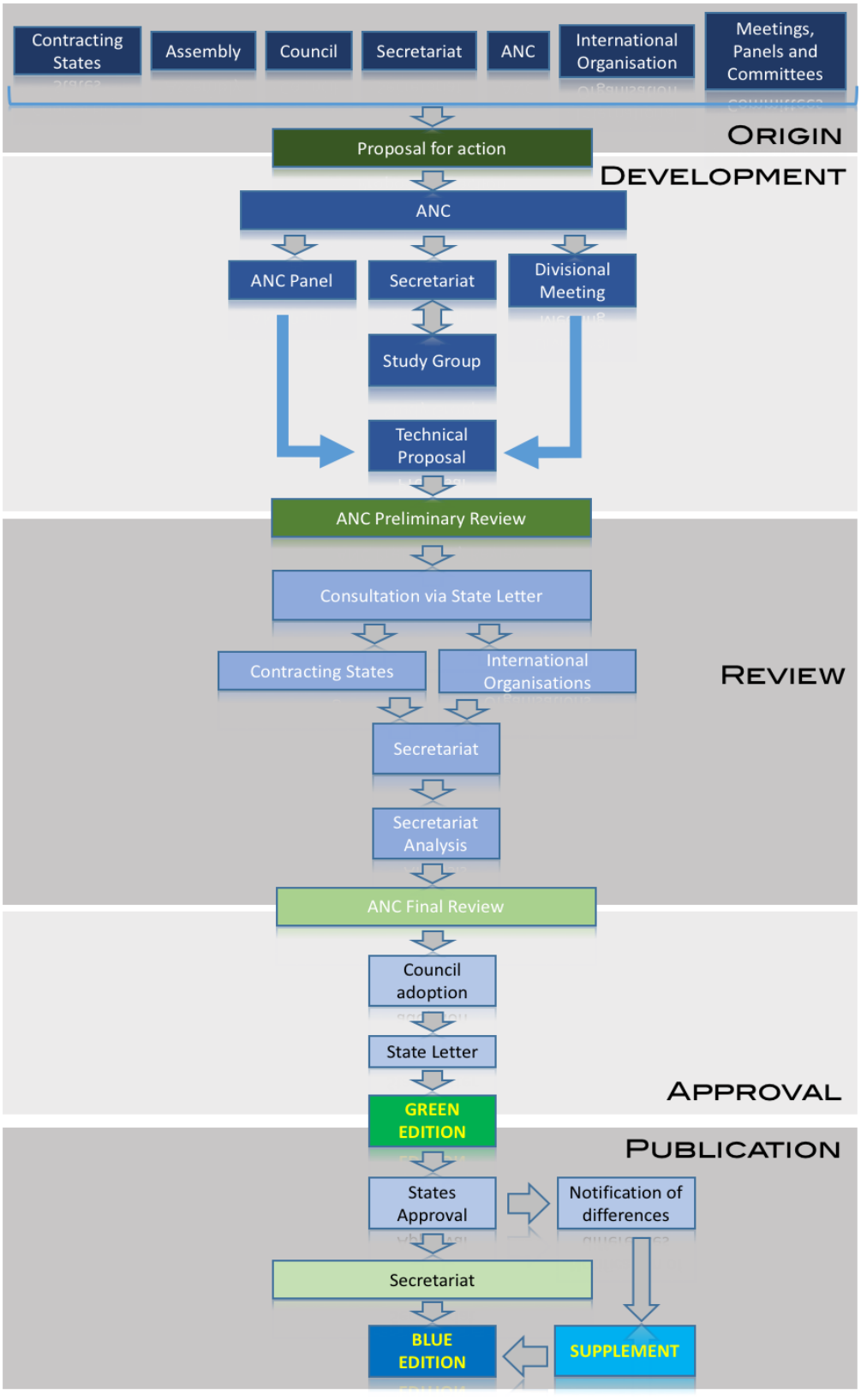

Figure 5 – Making a Standard

Why ICAO Standards are necessary[4]

Civil aviation is a powerful force for progress in our modern global society. A healthy and growing air transport system creates and supports millions of jobs worldwide. It forms part of the economic lifeline of many countries. It is a catalyst for travel and tourism, the world's largest industry. Beyond economics, air transport enriches the social and cultural fabric of society and contributes to the attainment of peace and prosperity throughout the world.

Twenty-four hours a day, every day of the year, an aeroplane takes off or lands every few seconds somewhere on the face of the earth. Every one of these flights is handled in the same, uniform manner, by air traffic control, airport authorities or pilots. Millions of employees are involved in manufacturing, maintenance and monitoring of the products and services required in the never-ending cycle of flights. In fact, modern aviation is one of the most complex systems of interaction between human beings and machines ever created.

This clock-work precision in procedures and systems is made possible by the existence of universally accepted standards known as Standards and Recommended Practices, or SARPs. SARPs cover all technical and operational aspects of international civil aviation, such as safety, personnel licensing, operation of aircraft, aerodromes, air traffic services, accident investigation and the environment. Without SARPs, our aviation system would be at best chaotic and at worst unsafe.

Forms of Standards and Recommended Practices

Sixteen out of nineteen Annexes to the Chicago Convention are of a technical nature and therefore fall within the responsibilities of the Air Navigation Bureau and its sections. ICAO standards and other provisions are developed in the following forms:

- *Standards and Recommended Practices - SARPs;*
- *Procedures for Air Navigation Services - PANS;*
- *Regional Supplementary Procedures - SUPPs; and*
- *Guidance Material in several formats.*

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4 *International Civil Aviation Organization. (2016).* Making an ICAO Standard. *Accessed 25 January 2016.* <*http://www.icao.int/safety/airnavigation/Pages/standard.aspx* >.

STANDARD

***A Standard** is defined as any specification for physical characteristics, configuration, material, performance, personnel or procedure, the uniform application of which is recognized as **necessary** for the safety or regularity of international air navigation and to which Contracting States will conform in accordance with the Convention; in the event of impossibility of compliance, notification to the Council is compulsory under Article 38 of the Convention.*

RECOMMENDED PRACTICE

***A Recommended Practice** is any specification for physical characteristics, configuration, material, performance, personnel or procedure, the uniform application of which is recognized as **desirable** in the interest of safety, regularity or efficiency of international air navigation, and to which Contracting States will endeavour to conform in accordance with the Convention. States are invited to inform the Council of non-compliance.*

APPENDICES

***SARPs are formulated in broad terms and restricted to essential requirements.** For complex systems such as communications equipment, SARPs material is constructed in two sections: core SARPs - material of a fundamental regulatory nature contained within the main body of the Annexes, and **detailed technical specifications placed either in Appendices** to Annexes **or in manuals**. The differences to SARPS notified by States are published in Supplements to Annexes.*

PROCEDURES FOR AIR NAVIGATION SERVICES (OR PANS)

***Procedures for Air Navigation Services (or PANS)** comprise operating practices and material too detailed for Standards or Recommended Practices - they often **amplify the basic principles** in the corresponding Standards and Recommended Practices. To qualify for PANS status, the material should be suitable for application on a worldwide basis. The Council invites Contracting States to publish any differences in their AIP when knowledge of the differences is important to the safety of air navigation.*

REGIONAL SUPPLEMENTARY PROCEDURES (OR SUPPS)

***Regional Supplementary Procedures (or SUPPs)** have application in the respective ICAO regions. Although the material in Regional Supplementary Procedures is similar to that in the PANS, SUPPs do not have the worldwide applicability of PANS.*

GUIDANCE MATERIAL

***Guidance Material** is produced to supplement the SARPs and PANS and to facilitate their implementation. Guidance material is **issued as Attachments** (not Appendices!) to Annexes **or in separate documents** such as manuals, circulars and lists of designators/addresses. Usually it is approved at the same time as the related SARPS are adopted.*

MANUALS

***Manuals** provide information to supplement and/or amplify the SARPs and PANS. They are specifically designed to facilitate implementation and are amended periodically to ensure their contents reflect current practices and procedures.*

CIRCULARS

***Circulars** make available specialized information of interest to Contracting States. Unlike manuals, circulars are not normally updated.*

Origin of Proposals and development of SARPs

The formulation of new or revised SARPs begins with a proposal for action from ICAO itself or from its Contracting States. Proposals also may be submitted by international organizations. For technical SARPs, proposals are analysed first by the ANC. Depending on the nature of the proposal, the Commission may assign its review to a specialized working group. Meetings are, of course, the main vehicle for progress in the air navigation field, although much of the preparatory work is accomplished by correspondence. It is through a variety of meetings that most of the work is finalized and the necessary consensus reached.

Consultative mechanisms

Air Navigation meetings

***Air Navigation meetings are divisional-type meetings** devoted to broad issues in the air navigation fields. They can be either divisional meetings dealing with issues in one or more related fields or air navigation conferences normally having a "theme" covering issues in more than one field. All Contracting States are invited to participate in these meetings with equal voice. Interested international organizations are invited to participate as observers.*

ANC Panels

ANC Panels *are technical groups of qualified experts formed by the ANC to advance, within specified time frames, the solution of specialized problems which cannot be solved adequately or expeditiously by the established facilities of the ANC and the Secretariat. These experts act in their expert capacity and not as representatives of the nominators.*

Air Navigation study groups

Air Navigation study groups *are small groups of experts made available by States and international organizations to assist the ICAO Secretariat, in a consultative capacity, in advancing progress on technical tasks.*

Council technical committees

Council technical committees *are established to deal with problems involving technical, economic, social and legal aspects, for the resolution or advancement of which expertise is required that is not available through the normal Council means, are also instrumental in developing ICAO SARPs (non technical).*

In summary, technical issues dealing with a specific subject and requiring detailed examination are normally referred by the ANC to a panel of experts. Less complex issues may be assigned to the Secretariat for further examination, perhaps with the assistance of an air navigation study group.

Review of Draft SARPs

These various groups report back to the ANC in the form of a technical proposal either for revisions to SARPs or for new SARPs, for preliminary review. This review is normally limited to consideration of controversial issues which, in the opinion of the Secretariat or the Commission, require examination before the recommendations are circulated to States for comment.

The original recommendations for core SARPs along with any alternative proposals developed by the ANC are submitted to Contracting States and selected international organizations for comment. Detailed technical specifications for complex systems are made available to States upon request and are submitted to a validation process. States are normally given three months to comment on the proposals.

The comments of States and international organizations are analysed by the Secretariat and a working paper detailing the comments and the Secretariat proposals for action is prepared. The Commission undertakes the final review of the recommendations and

establishes the final text of the proposed amendments to SARPs, PANS and associated attachments. The amendments to Annexes recommended by the Commission are presented to the Council for adoption under cover of a "Report to Council by the President of the ANC".

Adoption/Publication of Annex Amendments

The Council reviews the proposals of the Air Navigation Commission and adopts the amendment to the Annex if two-thirds of the members are in favour. Within two weeks of the adoption of an Annex amendment by the Council, an interim edition of the amendment, referred to as the "Green Edition", is dispatched to States with a covering explanatory letter. This covering letter also gives the various dates associated with the introduction of the amendment.

Policy prescribes that Contracting States be allowed three months to indicate disapproval of adopted amendments to SARPs. A further period of one month is provided for preparation and transit time, making the Effective Date approximately four months after adoption by Council. ***There should be a period of four months between an amendment's Effective Date and its Applicability Date.*** *However, this can be longer or shorter as the situation requires. The Notification Date is normally one month prior to the Applicability Date.*

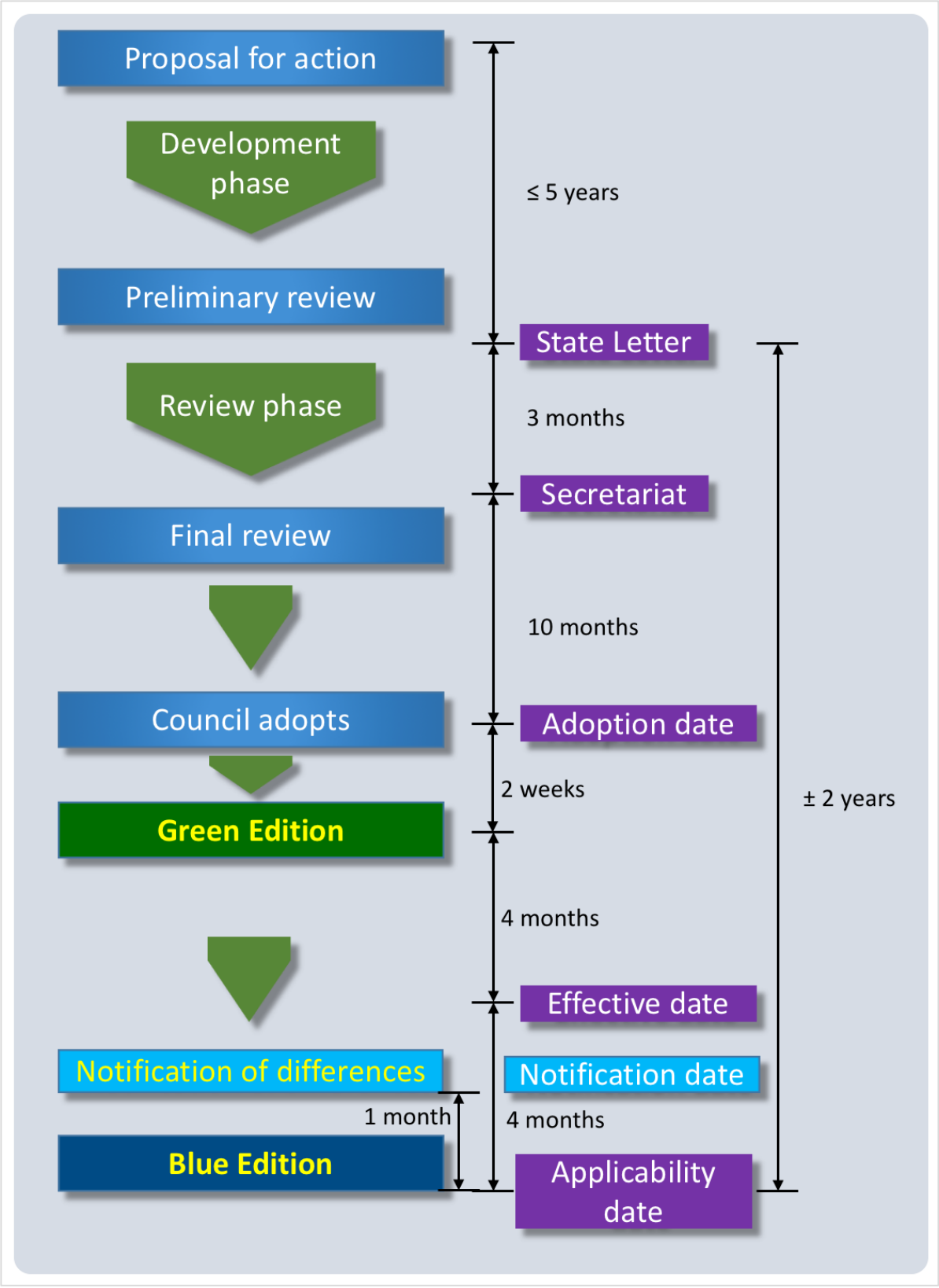

Figure 6 – Timeline for publication

Provided a majority of States have not registered disapproval, the amendment will become effective on the Effective Date. On the Notification Date, which is one month prior to the Applicability Date, the States must notify the Secretariat of any differences that will exist between their national regulations and the provision of the Standard as amended. The reported differences are then published in supplements to Annexes.

Immediately after the Effective Date, a letter is sent announcing that the amendment has become effective and the Secretariat takes action to issue the "Blue Edition" which is the form of the amendment suitable for incorporation in the Annex or PANS.

On the Applicability Date, States must implement the amendments unless, of course, they have notified differences. To limit the frequency of Annex and PANS amendments, the Council has established one common applicability date every two years. This date is chosen from the schedule for the regulation of amendments to Aeronautical Information Regulation and Control (AIRAC) for the month of November.

The result of this adoption procedure is that the new or amended Standards and Recommended Practices become part of the relevant Annex. It takes on average 2 years from the Preliminary Review by the ANC to the Applicability Date. Although this process may seem lengthy at first glance, it provides for repeated consultation and extensive participation of States and international organizations in producing a consensus based on logic and experience.

Approval/Publication of other Annex Material and Procedures

Attachments to Annexes

Although they are developed in the same manner as SARPs, they are approved by Council rather than adopted (Attachments are guidance material; Appendices are not).

Regional Supplementary Procedures

Because of their regional application, they do not have the same line of development; they also must be approved by Council.

Amendments to PANS

They are approved by the ANC, under power delegated to it by the Council, subject to the approval by the President of the Council after their circulation to the Representatives of the Council for comment.

Manuals and Circulars

They are published under authority of the Secretary General in accordance with principles and policies approved by Council.

Implementation of SARPs and the Universal Safety Oversight Audit Program (USOAP)

Under the Chicago Convention on International Civil Aviation, the implementation of SARPs lies with Contracting States. To help them in the area of safety, ICAO established in 1999 the USOAP. ***The Programme consists of regular, mandatory, systematic and harmonized safety audits*** *carried out by ICAO in all Contracting States.*

The objective is to promote global aviation safety *by determining the status of implementation of relevant ICAO SARPs, associated procedures and safety-related practices. The audits are conducted within the context of* ***critical elements*** *of a State's safety oversight system. These include the appropriate legislative and regulatory framework; a sound organizational structure; technical guidance; qualified personnel; licensing and certification procedures; continued surveillance and the resolution of identified safety concerns.*

Since its inception, the Programme has proved effective in identifying safety concerns in the safety-related fields under its scope, while providing recommendations for their resolution. The Programme is being gradually expanded to include aerodromes, air traffic services, aircraft accident and incident investigation and other safety-related fields.

While providing additional assistance in the form of regional safety oversight seminars and workshops, the programme also provides ICAO with valuable feedback to improve existing SARPs and create new ones.

CONCLUSION

From it's Origin to the Blue Edition, implementation of SARPs have made it possible to create a global aviation system that has evolved into the safest mode of mass transportation ever conceived. Air Traffic Controllers and flight crews around the globe can count on a standardized aviation infrastructure around the world, thanks to this unique achievement.

ICAO, in close and continuous collaboration with its Contracting States and all other partners of the international civil aviation community, provides the citizens of the world with an aviation system that is safe and reliable, now and for years to come. CATCA and IFATCA are proud to contribute to that achievement.

The influence of IFATCA

The following flowcharts depicts the occasions where IFATCA can interact and provide input in the ICAO process:

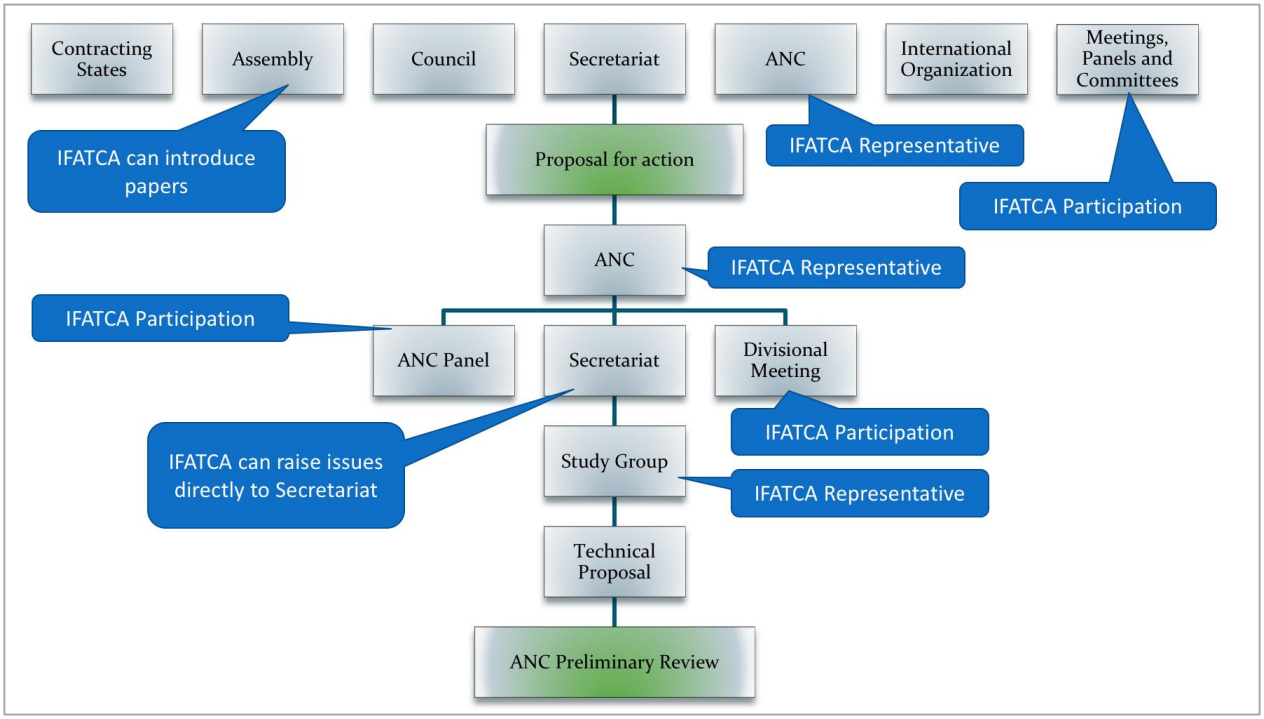

Figure 7 – IFATCA in the Origin and Development phases

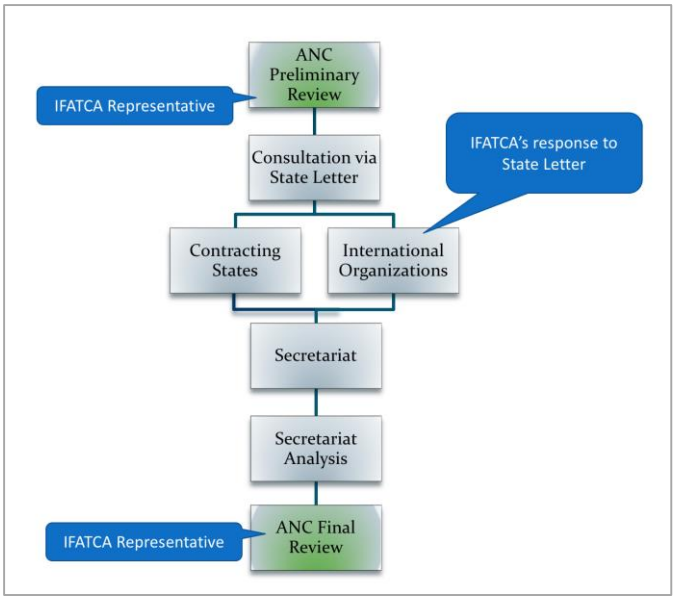

Figure 8 – IFATCA in the Review phase

The role of the IFATCA Liaison Officer to the ICAO Air Navigation Commission

According to the Administrative Manual[5] of the Federation, the Liaison Officer to the ICAO Air Navigation Commission (LOANC) will operate jointly under the direction of the Executive Vice-president Professional and the Executive Vice-president Technical. The Liaison Officer shall:

a) Serve as the designated IFATCA observer to the ICAO Air Navigation Commission;

b) Maintain IFATCA's presence and participation in relevant ICAO meetings and discussions on matters before the Air Navigation Commission;

c) Serve in Montreal during designated sessions of the ICAO Air Navigation Commission, ICAO Assemblies, Air Navigation Conference and ICAO Symposia to the extent practicable considering, among other things, limitations related to immigration status in Canada;

d) Establish and maintain contact with the ICAO Secretariat and other International Organizations in the ICAO community, for the purpose of promoting and maintaining the aims and objectives of IFATCA;

e) Coordinate with IFATCA Representatives to ICAO Panels, Work Groups, Study Groups and Task Forces to ensure that IFATCA's concerns in their specific field of expertise are maintained and expressed as the issue works through the ICAO process;

f) Provide guidance to IFATCA Representatives to ICAO Panels, Work Groups, Study Groups and Task Forces on the ICAO processes to ensure their roles are as effective as possible;

g) Provide input and support to IFATCA officers responding to ICAO state letters;

h) Serve as ex-officio member and attend meetings of both the Technical and Operations and Professional and Legal Committees for the purpose of ensuring issues, concerns and expertise of relevant Standing Committees are included in IFATCA's role in ICAO and to provide the committees with information, understanding and guidance on the issues in the ICAO process;

i) Relay to the Executive Board immediately any items of special or significant interest as they arise from the ICAO Secretariat;

j) Undertake other duties relating to ICAO as required by the Executive Board. (Gran Canaria 14.A.23)

– END –

[5] *IFATCA. (2015).* Administrative Manual. *Montréal : Canada. International Federation of Air Traffic Controllers' Associations.*

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