Introducing the CANSO ICAO Liaison Office
The CANSO ICAO Liaison Office in Montreal was established in October 2006. In the same year, CANSO was granted ‘Observer Status’ at ICAO and became an official Observer to the Air Navigation Commission in January 2008. The purpose of CANSO’s engagement of ICAO is to provide CANSO Members with an industry voice at the global forum that determines the institutional and regulatory framework for air navigation services (ANS) provision. By providing its expertise, CANSO has become the centre of expertise for ICAO when drafting new Standards and Recommended Practices on matters affecting air traffic management.

CANSO’s primary role is to influence the Standards and Recommended Practices (SARPs), procedures, policies and other guidance material that States will use in their legislative, regulatory and policy actions in meeting their obligations under the Convention on International Civil Aviation, also known as the “Chicago Convention”. CANSO’s engagement of ICAO also provides Members with greater visibility of and insight into ICAO work programmes and initiatives that may affect them. Through its participation and contribution to these work programmes, CANSO helps define the requirements that are in need of global standardisation (the “what”), and the means by which those regulatory requirements can best be met through the development of industry best practice (the “how”). In this sense, ICAO and CANSO play complementary roles.

To achieve the above, CANSO cooperates with other industry partners, including airlines, airports, employee organisations and others on issues of common interest. Together with those stakeholders it will draft working papers, information papers and policy papers, to be submitted to the Air Navigation Commission (ANC), the ANC Working Groups and the different ICAO Panels.

As the CANSO Membership continues to grow, and as the focus shifts to implementation of what has been agreed at the global level, CANSO also increasingly engages ICAO at the regional level through participation in the ICAO regional planning and implementation groups (PIRGs) and their various sub-groups. Increasingly, the relationship has become a collaborative one, with both organisations working towards common objectives, but with distinct and different roles as they meet the needs of their respective memberships.

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The reality is that, when it comes to global harmonisation, there is no other game in town than ICAO. And this is why CANSO is at ICAO: if we are to realise our vision to transform global ATM performance and deliver seamless airspace globally, then we must engage an organisation that can set global performance-based standards.

Introducing the CANSO ICAO Liaison Office
The ‘Chicago Convention’

Aviation policy-makers often make reference to the ‘Chicago Convention’, which is known as the foundational document of ICAO, as well as the basis on which all international arrangements governing international civil aviation are based. Its official title is the Convention on International Civil Aviation, and it was drawn up in Chicago in 1944. States that are signatories to the Chicago Convention are known as Contracting States, of which there are currently 191.

The Chicago Convention contains a number of important Articles, setting the principles on issues such as sovereignty of airspace, freedom of movement, aircraft certification, and licencing of personnel.

Articles of the convention that are especially relevant to air traffic management include:

- Article 1: Sovereignty – States have exclusive sovereignty over the airspace above their territory.
- Article 2: Territory – land areas and territorial waters.
- Article 9: Prohibited areas – each State may restrict/prohibit aircraft of other States from flying over certain areas of its territory.
- Article 11: Applicability of air regulations – laws and regulations of a State shall apply to the aircraft of all contracting States, irrespective of nationality.
- Article 15: Airport and similar charges – uniform conditions and principle of non-discrimination.
- Article 28: Air navigation facilities and standard systems.
- Article 37: Adoption of international standards and procedures.
- Article 38: Departures from international standards and procedures.

A further eighteen Annexes to the Convention containing Standards and Recommended Practices (SARPs) are regularly amended and kept up to date by ICAO. Of particular importance to air traffic management organisations are:

- Annex 1: Personnel Licensing
- Annex 2: Rules of the Air
- Annex 3: Meteorological Service
- Annex 4: Aeronautical Charts
- Annex 10: Aeronautical Telecommunications
- Annex 11: Air Traffic Services
- Annex 12: Search and Rescue
- Annex 15: Aeronautical Information Services
- Annex 16: Environmental Protection
- Annex 17: Security
- Annex 19: Safety Management
ICAO - A Brief History

The International Civil Aviation Organization (ICAO) was founded in April 1947, following ratification of the Chicago Convention by 26 countries. In October 1947 it became a specialised agency of the United Nations, and its headquarters was established in Montreal, Canada. ICAO’s aim is the safe and orderly development of all aspects of international civil aeronautics. It provides the forum whereby requirements and procedures in need of standardisation may be introduced, studied and adopted.

How ICAO Works

The Assembly is the sovereign body of ICAO, while the Council is its governing body. The Secretariat supports the Council in carrying out the work programmes of the Organization.

The Assembly, composed of representatives from all Contracting States, meets every three years, reviews the work of the Organization in the technical, economic, legal and technical cooperation fields and sets policy for future work. It also votes a triennial budget.

The Council is elected by the Assembly for a three-year term, and is composed of 36 States. As the governing body, the Council gives continuing direction to the work of ICAO. It is in the Council that Standards and Recommended Practices are adopted and incorporated as Annexes to the Convention on International Civil Aviation.

The Secretariat, headed by a Secretary General, is divided into five main divisions: the Air Navigation Bureau, the Air Transport Bureau, the Technical Co-operation Bureau, the Legal Bureau, and the Bureau of Administration and Services.

In order to provide a sharper vision for the activity of the Organization, the Council sets the Strategic Objectives of ICAO, which provide the overarching framework for the work programmes and projects in order to ensure that the Organization remains focussed and is able to deliver clear and effective results for its Contracting States.

The Air Navigation Commission and Air Navigation Bureau

The ICAO Body whose work most impacts upon air navigation services is the Air Navigation Commission. Its primary role is to advise the Council on air navigation issues. It is composed of nineteen experts with appropriate qualifications and experience in various fields of aviation. Its members are nominated by Contracting States and are appointed by the Council. They are expected to function as independent experts and not as representatives of their States.

The Air Navigation Commission is assisted in its work by the technical personnel of the Air Navigation Bureau, which develops technical studies for the Air Navigation Commission as well as recommendations for Standards and Recommended Practices (SARPs) relating to the safety, regularity and efficiency of international air navigation for the Council.

The Air Navigation Bureau plans, prepares, convenes and conducts regional air navigation meetings in co-operation with the regional offices and provides general direction to regional offices on issues relating to:
- Air navigation plans
- Annexes to the Convention
- Procedures for air navigation services

CANSO is officially recognised by ICAO as an international organisation that may be invited to attend ICAO meetings. As such, CANSO is an official Observer to the ANC – as are ACI, IAOPA, IATA, IBAC, IFALPA and IFATCA – which provides CANSO Member ANSPs with a voice during its deliberations.

Regions

Each ICAO region has a Regional Office assigned to it, which coordinates with Contracting States and industry bodies. Each regional office is responsible for serving the Contracting States to which it is accredited by assisting in the implementation of ICAO Standards, Recommended Practices and procedures and following up of any action by States to implement regional plans and regional supplementary procedures.
More on SARPs

A Standard is defined as any specification for physical characteristics, configuration, material, performance, personnel or procedure, the uniform application of which is recognised 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.

— A Recommended Practice is any specification for physical characteristics, configuration, material, performance, personnel or procedure, the uniform application of which is recognised 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.

— 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) 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 Aeronautical Information Publications when knowledge of the differences is important to the safety of air navigation.

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 organisations.

See Diagram below for the whole Process.
CANSO Members

CANSO – the Civil Air Navigation Services Organisation – is the global voice of air traffic management (ATM) worldwide. CANSO Members support over 85% of world air traffic. Members share information and develop new policies, with the ultimate aim of improving air navigation services (ANS) on the ground and in the air.

CANSO represents its Members’ views to a wide range of aviation stakeholders, including the International Civil Aviation Organization, where it has official Observer status. CANSO has an extensive network of Associate Members drawn from across the aviation industry. For more information on joining CANSO, visit canso.org/join-canso

Full Members - 87

- Aeronautical Radio of Thailand (AEROTHAI)
- Aéreo
- Air Navigation and Weather Services, CAA (ANWS)
- Air Navigation Services of the Czech Republic (ANS Czech Republic)
- AirNav Indonesia
- Air Traffic & Navigation Services (ATNS)
- Airports and Aviation Services Limited (AASL)
- Airports Authority of India (AAI)
- Airports Fiji Limited
- Airservices Australia
- Airways New Zealand
- Albcontrol
- Austro Control
- Avinor AS
- AZANS Azerbaijan
- Belgocontrol
- Bulgarian Air Traffic Services Authority (BULATSA)
- CAA Uganda
- Cambogia Air Traffic Services Co., Ltd. (CATS)
- Civil Aviation Authority of Bangladesh (CAAB)
- Civil Aviation Authority of Botswana
- Civil Aviation Authority of Mongolia
- Civil Aviation Authority of Nepal (CAAN)
- Civil Aviation Authority of Singapore (CAAS)
- Civil Aviation Authority of the Philippines
- Civil Aviation Regulatory Commission (CARC)
- COCESA
- Croatia Control Ltd
- DCA Myanmar
- Department of Airspace Control (DECEA)
- Department of Civil Aviation, Republic of Cyprus
- DFS Deutsche Flugsicherung GmbH (DFS)
- Dirección General de Control de Tránsito Aéreo (DGCTA)
- DSNA France
- Dubai Air Navigation Services (DANS)
- Dutch Caribbean Air Navigation Service Provider (DC-ANSP)
- ENAV S.p.A.: Società Nazionale per l’Assistenza al Volo
- ENAIRE
- Estonian Air Navigation Services (EANS)
- Federal Aviation Administration (FAA)
- Finavia Corporation
- General Authority of Civil Aviation (GACA)
- Ghana Civil Aviation Authority (GCAA)
- Instituto Dominicano de Aviacion Civil (IDAC)
- Israel Airports Authority (IAA)
- Irish Aviation Authority (IAA)
- ISAVIA Ltd
- Japan Air Navigation Service (JANS)
- Kazaeronavigatsia
- Kenya Civil Aviation Authority (KCAA)
- Latvijas Gaiss Satiksme (LGS)
- Letové prevádzkové Služby Slovenskej Republiky, Štátny Podnik
- Luchtverkeersleiding Nederland (LVLN)
- Luxembourg ANA
- Maldives Airports Company Limited (MACL)
- Malta Air Traffic Services (MATS)
- National Airports Corporation Ltd
- National Air Navigation Services Company (NANSC)
- NATS UK
- NAV CANADA
- NAV Portugal
- Navair
- Nigerian Airspace Management Agency (NAMA)
- Office National de L’Aérospace Civile (ONAC)
- Office National Des Aéroports (ONDA)
- ORO NAVIGACUA, Lithuania
- PIA “Adem Jashan” - Air Control J.S.C.
- PNG Air Services Limited (PNGASL)
- Polish Air Navigation Services Agency (PANSA)
- Public Authority for Civil Aviation - Oman (PACA)
- ROMATS
- Sakerionavigatsiya Ltd
- SENEAM
- Serbia and Montenegro Air Traffic Services Agency (SMATSA)
- Serco
- Skyguide
- Slovenia Control
- State Airports Authority & ANSP (DHMI)
- Sudan Air Navigation Services Department
- Swaziland Civil Aviation Authority
- Tanzania Civil Aviation Authority
- Trinidad and Tobago CAA
- The LIFV Group
- Ugandan Air Traffic Service Enterprise (UkSATSE)
- U.S. DoD Policy Board on Federal Aviation
- Viet Nam Air Traffic Management Corporation (VATM)

Gold Associate Members - 11

- Airbus ProSky
- Ahni Sun Create Electronics Co., Ltd.
- Boeing
- FREQUENTIS AG
- GroupEAD Europe S.L.
- Harris Corporation
- Inmarsat Plc
- Lockheed Martin
- Raytheon
- Finmeccanica
- Thales

Silver Associate Members - 65

- 42 Solutions B.V.
- Adatac Inc.
- Aerovox Inc.
- Aireon
- Air Traffic Control Association (ATCA)
- ALES a.s.
- Association Group of Industrial Companies “TIRA” Corporation
- ATAC
- ATCA – Japan
- ATECH Negócios em Tecnologia S/A
- Aviant
- Aviation Advocacy Sarl
- Aviation Data Communication Corp (ADCC)
- Avibit Data Processing GmbH
- Avitech GmbH
- Bayanat Engineering Group
- Brüel & Kjaer EMS
- CGH Technologies, Inc.
- Comsoft GmbH
- CSSI, Inc.
- Airbus Defence and Space
- EIZO Technologies GmbH
- European Satellite Services Provider (ESSP SAS)
- Emirates
- ENAC
- Entry Point North
- Era Corporation
- Esterline
- Etihad Airways
- Gunternam & Drunck GmbH
- Helios
- Honeywell International Inc. / Aerospace
- IDS – Ingegneria Dei Sistemi S.p.A.
- Indra Navia AS
- Indra Sistemas
- INECC
- Integra A/S
- Intelcan Technosystems Inc.
- International Aero Navigation Systems Concern, JSC
- Jeppesen
- JMA Solutions
- Jotron AS
- Kongsberg Defence & Aerospace AS
- LAIC Aktiengesellschaft
- LEMZ R&P Corporation
- MDA Systems Ltd
- Metron Aviation
- Micro Nav Ltd
- The MITRE Corporation – CAASD
- MovingDot
- NEC Corporation
- NLR
- Northrop Grumman
- NTT Data Corporation
- Rockwell Collins, Inc.
- Rohde & Schwarz GmbH & Co. KG
- Saab AB
- Saab Sensis Corporation
- Saudi Arabian Airlines
- SENASA
- SITA
- Snowflake Software Ltd
- STR-SpeechTech Ltd.
- Tetra Tech AMT
- Think Research Limited

Membership list correct as of 14 April 2016. For the most up-to-date list and organisation profiles go to canso.org/canso-members