

# INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO)

## ICAO rule making

**Anna Wennerberg**

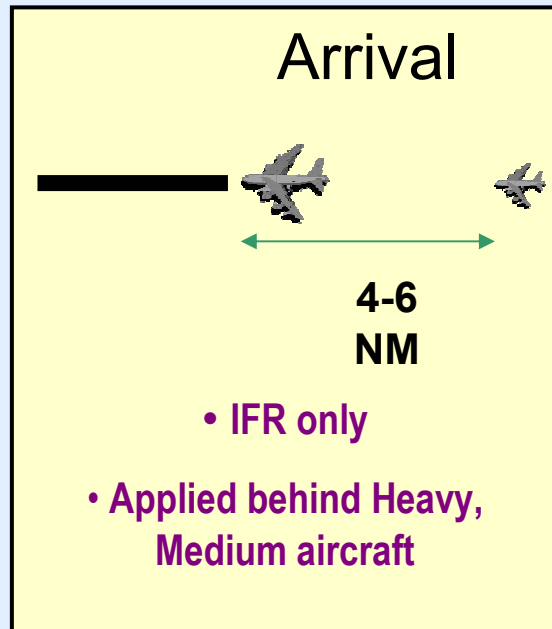
On behalf of **CAY BOQUIST**

**EUROCONTROL**

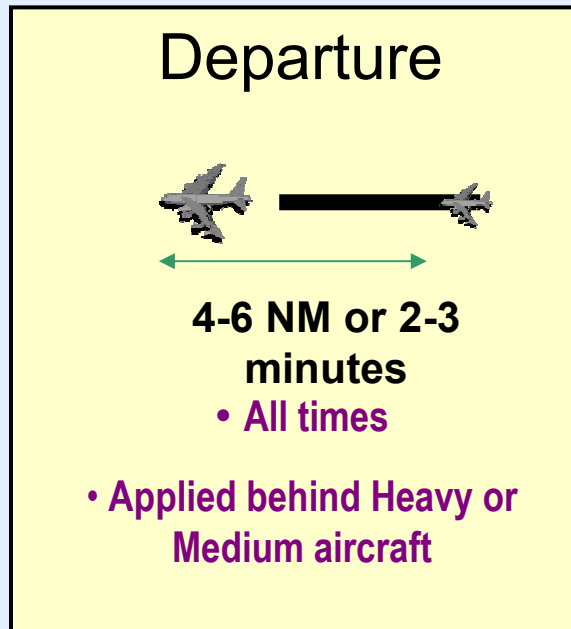


- The separations
- ICAO organisation
- Documentation SARPS- Standards And Recommendation Practices
- The rule changing process

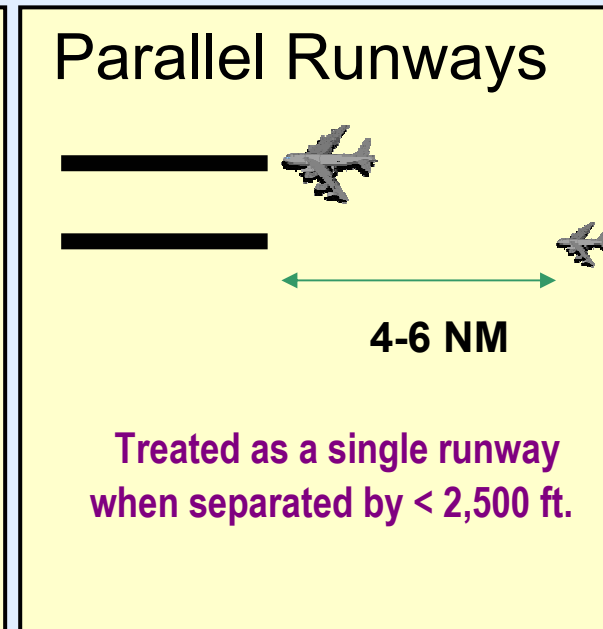
# ICAO SEPARATIONS



Single runway approach

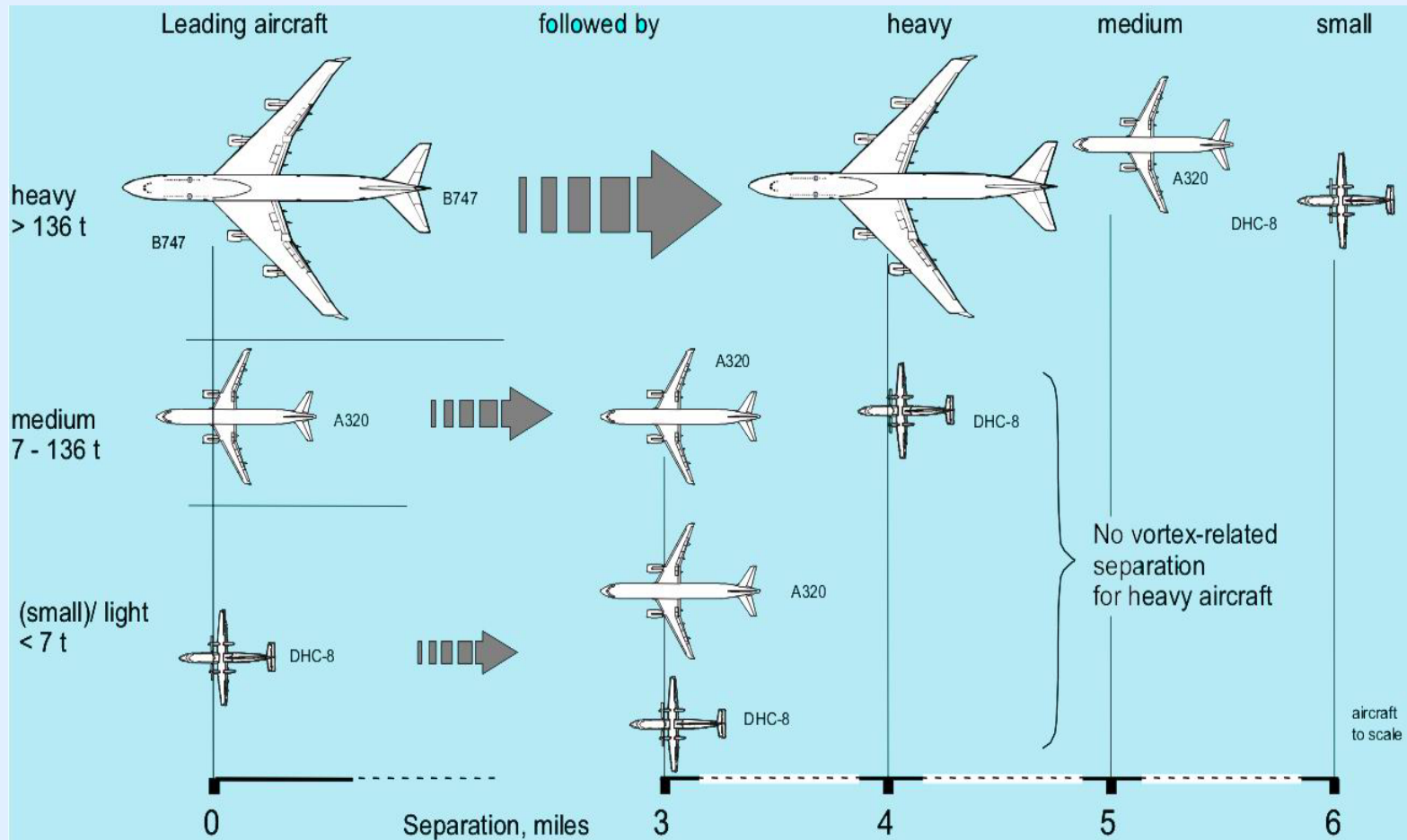


Single runway departures

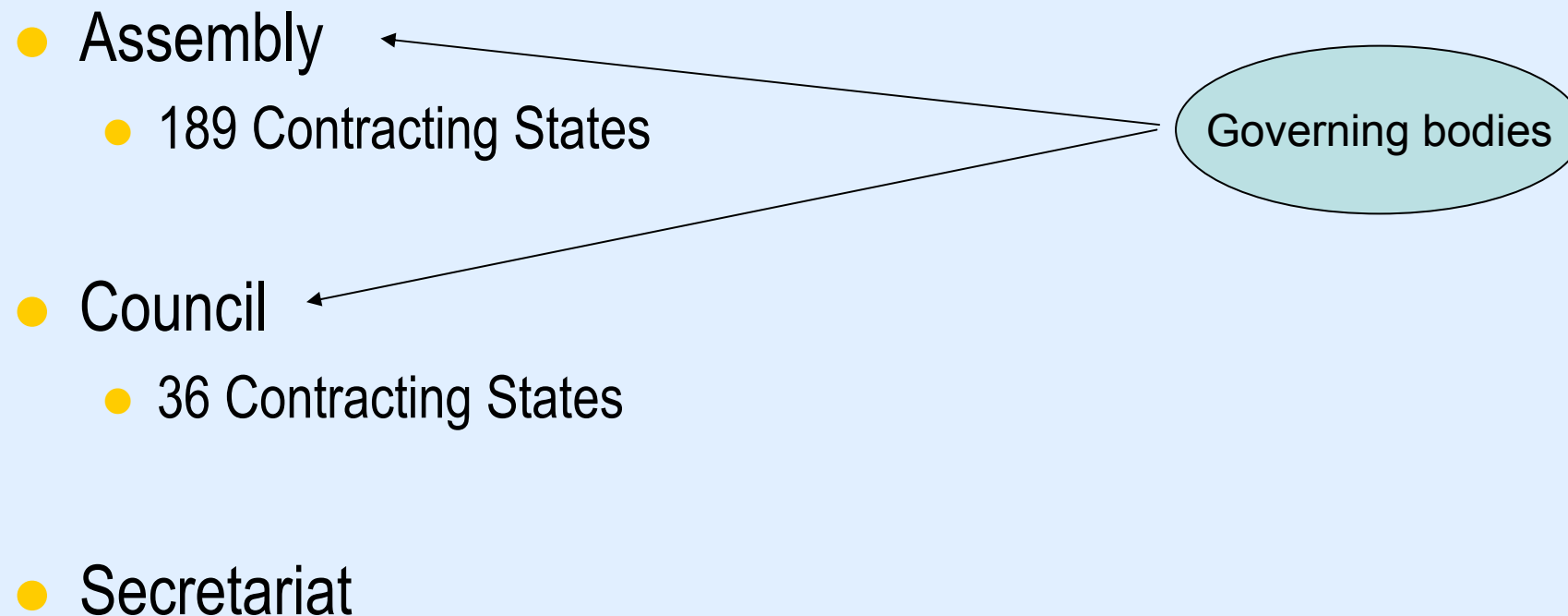


Closely spaced parallel runways

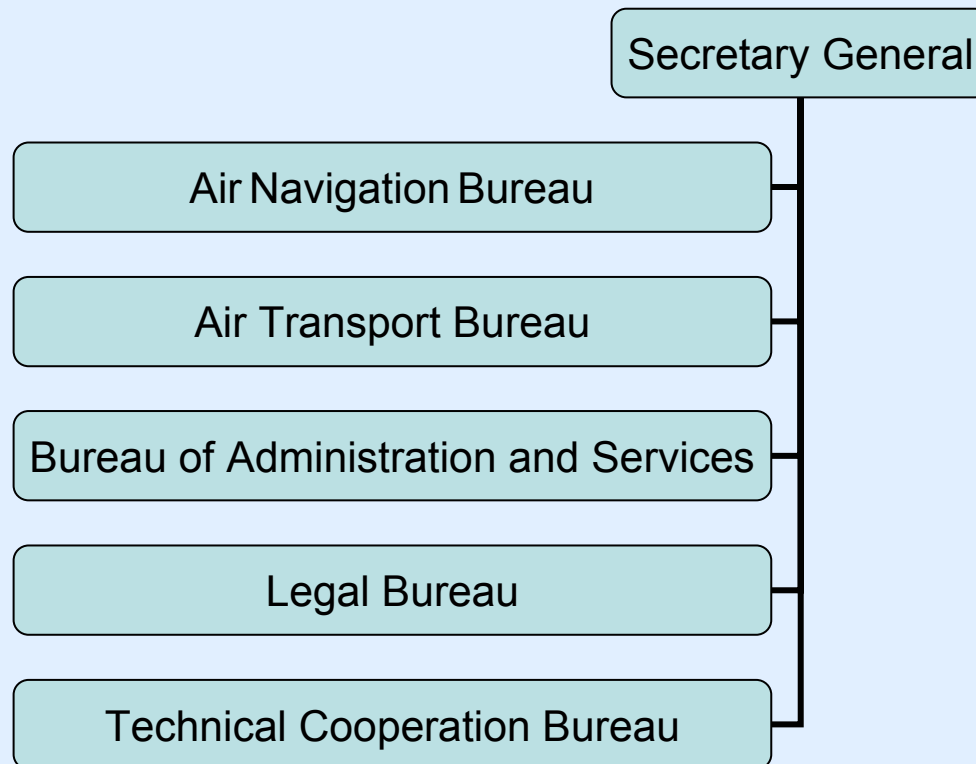
# ICAO SEPARATIONS



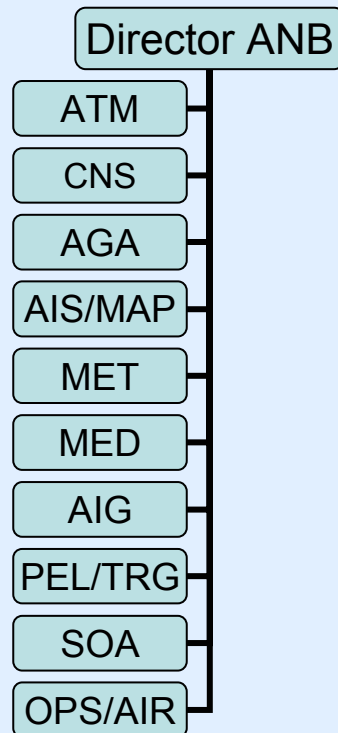
# ICAO



# ICAO SECRETARIAT - HEADQUARTERS



# AIR NAVIGATION BUREAU



# ICAO DOCUMENTATION

- *Convention on International Civil Aviation (Doc 7300)*
  - Signed in Chicago 7 November 1944
  - Ratified by 26 States and coming into force on 4 April 1947

# CONVENTION

- **Article 28 – Air navigation facilities and standard systems**
- Each contracting State undertakes, so far as it may find practicable, to:
  - a) Provide, in its territory, airports, radio services, meteorological services and other air navigation facilities to facilitate international air navigation, in accordance with the standards and practices recommended or established from time to time, pursuant to this Convention;
  - b) Adopt and put into operation the appropriate standard systems of communications procedure, codes, markings, signals, lighting and other operational practices and rules which may be recommended or established from time to time, pursuant to this Convention;
  - c) Collaborate in international measures to secure the publication of aeronautical maps and charts in accordance with standards which may be recommended or established from time to time, pursuant to this Convention.

# CONVENTION

- Article 38 – Departures from international standards and procedures
  - Any State which finds it impracticable to comply in all respects with any such international standard or procedure, or to bring its own regulations or practices into full accord with any international standard or procedure after amendment of the latter, or which deems it necessary to adopt regulations or practices differing in any particular respect from those established by an international standard, shall give immediate notification to the International Civil Aviation Organization of the differences between its own practice and that established by the international standard.

## ARTICLE 38 (cont.)

- In the case of amendments to international standards, any State which does not make the appropriate amendments to its own regulations or practices shall give notice to the Council within sixty days of the adoption of the amendment to the international standard, or indicate the action which it proposes to take. In any such case, the Council shall make immediate notification to all other states of the difference which exists between one or more features of an international standard and the corresponding national practice of that State.

# ICAO ANNEXES

- Standard
  - Any specification for physical characteristics, configuration, matériel, 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.
  - In a Standard the action word is “shall”.

# ICAO ANNEXES

- Recommended Practice
  - Any specification for physical characteristics, configuration, matériel, performance, personnel or procedure, the uniform application of which is recognized as desirable in the interests of safety, regularity or efficiency of international air navigation, and to which Contracting States will endeavour to conform in accordance with the Convention.
  - In a Recommended Practice the action verb is “should”.

# ICAO ANNEXES

- Definitions
- Appendices
- Notes
- Attachments

# ICAO ANNEXES

- In accordance with Annex 15 - *Aeronautical Information Service*, any differences between SARPs and the national regulations and practices shall be published through the Aeronautical Information Service, in addition to the obligation of States under Article 38 of the Convention
- Standards and Recommended Practices with Definitions and Appendices are adopted by the Council (two thirds of the Council must vote for the amendment in accordance with Article 90)
- Attachments and Notes to Annexes are approved by the Council (simple majority sufficient)

# PROCEDURES FOR AIR NAVIGATION SERVICES (PANS)

## ● PANS

- PANS comprise, for the most part, operating practices as well as material considered too detailed for SARPs.
- PANS often amplify the basic principles in the corresponding SARPs contained in Annexes to assist in the application of those SARPs
- To qualify for PANS status, the procedure shall be agreed as suitable for application on a worldwide basis, although the need to apply it in a given area may be subject to regional agreement
- The verb “shall” is to be used where uniform application is essential
- The verb “should” is to be used where variation in detail would not be an impediment to successful application

# PROCEDURES FOR AIR NAVIGATION SERVICES (PANS) (cont.)

- PANS do not come within the obligation imposed by Article 38 of the Convention to notify differences in the event of non-implementation. However, in accordance with the provisions of Annex 15, States shall publish in their Aeronautical Information Publications lists of significant differences between their procedures and related ICAO procedures.
- PANS are approved by the Air Navigation Commission subject to approval by the President of the Council on behalf of Council

# MANUALS

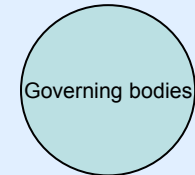
- ICAO manuals contain guidance material only
- Manuals provide information to supplement and/or amplify SARPs and PANS
- Manuals are designed to support States and to facilitate their implementation of SARPs and PANS
- Manuals are amended from time to time to ensure that their contents reflect current practices and procedures
- Manuals are published under the authority of the Secretary General

# MAKING A STANDARD

## Origin of proposal

- Contracting States
- Assembly
- Council
- Air Navigation Commission (ANC)
- Secretariat
- Meetings
- Panels and Committees

- Assembly
  - 189 Contracting States
- Council
  - 36 Contracting States
- Secretariat



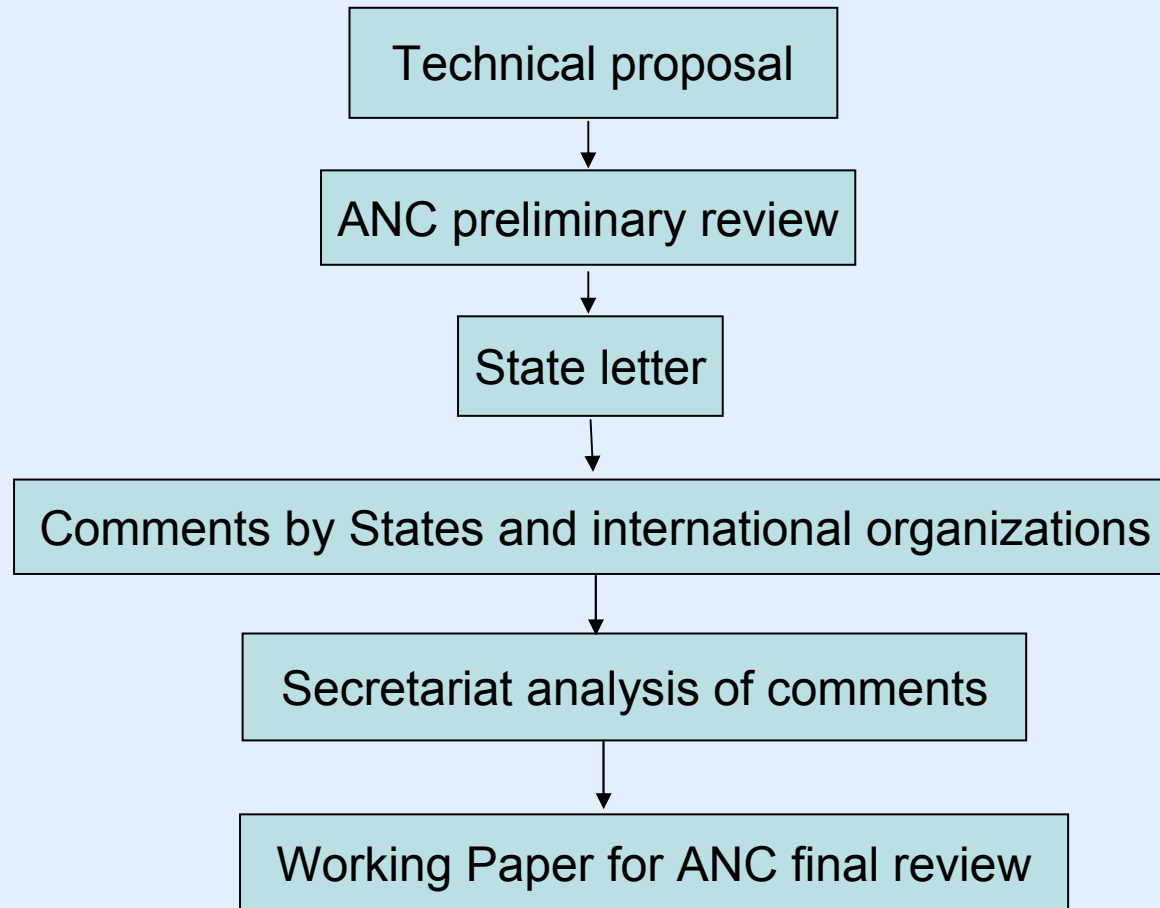
# MAKING A STANDARD

## Development phase

- Divisional Meeting
- Air Navigation Commission, ANC Panel
- Secretariat
- Air Navigation Study Group

# MAKING OF A STANDARD

## Review phase



# MAKING OF A STANDARD

## Adoption/publication phase

- ANC Final Review
- ANC Recommendation for adoption by Council
- Adoption by Council
- Green Edition
- Blue Edition

# MAKING OF A STANDARD

## Timelines

- From issuance of State letter till deadline for replies  
3 months
- From deadline for replies to adoption  
Approximately 10 months
- From adoption to green edition (redline/strikeout)  
2 weeks
- From adoption to Effective Date  
Usually 4 months
- From effective date to applicability date  
Usually 4 months



# QUESTIONS

# MAIN POINTS

- PANS change, not Annex for separation standards
- At least 1 year and 9 months for the whole rule change process
- Vital that the member states are fully participating in the consultation process preceding the final review