



ASSEMBLY — 40TH SESSION

TECHNICAL COMMISSION

Agenda Item 29: Aviation Safety and Air Navigation Regional Implementation Coordination Mechanisms

MAIN DIRECTIONS OF THE IAC COORDINATION COMMISSION ON AIR NAVIGATION ACTIVITY

(Presented by the Interstate Aviation Committee)

EXECUTIVE SUMMARY	
This paper contains brief information on the work of the Coordination Commission on Air Navigation (CCAN) of the Interstate Aviation Committee (IAC) as one of the regional activity mechanisms of the Member States of the Agreement on Civil Aviation and Use of Airspace.	
<i>Strategic Objectives:</i>	This information paper relates to the Safety and Air Navigation Capacity and Efficiency Strategic Objectives.
<i>Financial implications:</i>	Without any financial implications for ICAO.
<i>References:</i>	Annex 10 — <i>Aeronautical Telecommunications</i> Annex 11 — <i>Air Traffic Services</i> Annex 19 — <i>Safety Management</i> Doc 7300, <i>Convention on International Civil Aviation</i> Doc 9750, <i>Global Air Navigation Plan</i> Doc 9849, <i>Global Navigation Satellite System (GNSS) Manual</i> Doc 10004, <i>Global Aviation Safety Plan 2017-2019</i>

1. INTRODUCTION

1.1 The Coordination Commission on Air Navigation (CCAN) was established at the Interstate Aviation Committee (IAC) and is the coordination and consultative body. The Coordination Commission is developing the coordinated proposals on the implementation of the agreed measures on the harmonization of national programmes and air traffic management (ATM) systems of the Member States of the Agreement on Civil Aviation and Use of Airspace (further on – Member States of the Agreement) for the purpose of improving flight safety in the airspace of the Member States of the Agreement, economy and regularity of flights, as well as bringing national ATM systems' development programmes in conformity with the ICAO Standards and Recommended Practices (SARPs) and their integration into the world air navigation system. The CCAN activity is focused on the realization of the regional ATM policy in order to enhance the flight safety level.

¹ English and Russian versions provided by IAC.

2. DISCUSSION

2.1 In compliance with the Resolution of the 1st Session of the Council on Aviation and Use of Airspace (1994), the Coordination Commission on Air Navigation (CCAN) was established as the coordination and consultative body functioning at the IAC and intended for the development of the proposals on the realization of the coordinated policy and integration in the field of airspace use and air traffic control of the Member States of the Agreement. This Commission includes the representatives of all the Member States of the Agreement. Guided by the ICAO “No Country Left Behind” initiative, the chairmanship in CCAN is being realized on the rotation basis of the Member States of the Agreement. At present the chairmanship is entrusted to the Kyrgyz Republic. From the moment of the CCAN establishment 19 meetings have been held. The last one took place on 3-5 April 2019 in Baku, Azerbaijan. Regulatory legal and other documents, prepared by the CCAN Secretariat, have been forwarded to the Interstate Council on Aviation for their subsequent approval and adoption.

2.2 CCAN is functioning in accordance with the ICAO SARPs, it is verifying their introduction in the regions and implementing the plans of the Commission on Air traffic Management and International Programmes on Airspace Use, meeting the requirements of IAC and the Interstate Council on Aviation for the support of flight safety. For the purpose of assisting the harmonization and coordinated development of the ATM systems of the Member States of the Agreement the Coordination Commission on Air Navigation is entrusted with the following main functions:

- a) development of recommendations and proposals on the unification of the national requirements in the field of air navigation and on bringing them in conformity with the ICAOSARPs;
- b) working out of the proposals on the improvement of the planning procedures of airspace use, air traffic management and meteorological support in the Member States of the Agreement, taking into account national interests and safety;
- c) development of conceptual approaches and principles of the PBN methods' introduction;
- d) consideration of the proposals on the unification of the technical architecture of the national air navigation systems, as well as of the requirements to the ground equipment of the air navigation and meteorological support of flights;
- e) coordination of the joint scientific research aimed at the ATM system improvement, planned in the Member States of the Agreement;
- f) development of the recommendations and proposals on the unification of the training programmes and the requirements to the level of the professional training of air navigation specialists; and
- g) organization of conferences on ATM issues, exchange of experience in the establishment of the national air navigation systems and in the perspective technologies and modern equipment in the field of communication, navigation, surveillance and meteorological support.

2.3 The CCAN considers the issues related to the problems of the GNSS signals' monitoring in the region of the Member States of the Agreement. Proposals on the establishment of the regional GNSS signals' monitoring system have been prepared and approved.

2.4 Human factor issues and safety management system (SMS) at the ATM issues are being raised practically at each CCAN meeting.

2.5 The following working groups (WGs) have been formed and are functioning on the basis of CCAN:

- a) WG on the preparation of proposals and recommendations on the coordination of the military and civil aviation activity in the field of airspace use regulation;
- b) WG on the preparation of proposals and recommendations on the issues of the unmanned airborne vehicles' functioning; and
- c) WG on the harmonization of the national aviation meteorological systems.

2.6 Within the frame of the WGs seminars have been held on all the directions of the WGs activities, and the representatives of the Member States of the Agreement have taken active part in these seminars.

3. **RESULTS**

3.1 For the whole period since 1994, there have been 19 CCAN meetings held under the aegis of IAC. All CCAN decisions have been aimed at the development and implementation of the regional ATM development programmes on the basis of the ICAO CNS/ATM technologies and the introduction of the ICAO SARPs in the Member States of the Agreement.

4. **CONCLUSION**

4.1 The participants of the 40th ICAO Assembly Session are invited to take into consideration the information stated in this paper.

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