International Civil Aviation Organization

WORKING PAPER

ASSEMBLY — 38TH SESSION

TECHNICAL COMMISSION

Agenda Item 32 Air Navigation — Policy

GLOBAL AIR NAVIGATION PLAN (GANP)

(Presented by Lithuania on behalf of the European Union and its Member States[1] and the other
Member States of the European Civil Aviation Conference[2]; and by EUROCONTROL)

EXECUTIVE SUMMARY
The ICAO Global Air Navigation Plan (GANP), taken together with the Aviation System Block Upgrades (ASBU), provides a clear framework for current and future ATM modernisation efforts, with a particular focus on performance and interoperability. The States and Organizations presenting this paper support and have already aligned their plans with the proposed GANP. However, some important descriptions are not in present the GANP itself and should be made available through an appropriate electronic means; and the updating of the GANP is essential if it is to continue to serve as a reference tool.
Action: The Assembly is invited to: a) endorse the proposed 4th edition of the GANP; and   b) request ICAO that consideration be given to the proposals in section 3 of this paper, for ways of strengthening the GANP still further in its next iteration, including by making more explicit its reference point status, the formal process by which it is to be kept up to date, the standardisation roadmap, and the status of the GANP's electronic versions and online support documentation, and by making provision for the review of priorities and for regular exchanges of information with States and international Organizations that are implementing major ATM development plans.

Strategic Objectives:	This working paper relates to all Strategic Objectives.
Financial implications:	None
References:	Doc 9750, *Global Air Navigation Plan*, 2013 Edition proposed to the Assembly Doc 10007, Report of the Twelfth Air Navigation Conference

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[1] Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxemburg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden and United Kingdom.

[2] Albania, Armenia, Azerbaijan, Bosnia and Herzegovina, Georgia, Iceland, Moldova, Monaco, Montenegro, Norway, San Marino, Serbia, Switzerland, The former Yugoslav Republic of Macedonia, Turkey and Ukraine.

(3 pages)

1.   **INTRODUCTION**

1.1   The Global Air Navigation Plan (GANP), together with the Aviation System Block Upgrades (ASBU), provides a clear framework for the current and future ATM modernisation efforts. Appreciated in particular are the focus given in the GANP to the ATM system's ability to deliver performance levels matching the needs of States and airspace users; and the importance it attaches to ensuring global interoperability. A revised edition of the GANP (Document 7050) has been proposed to the Assembly for endorsement. This paper supports such an endorsement, and offers some suggestions for the preparation of the subsequent updates of the GANP.

2.   **GANP ENDORSEMENT AS THE GLOBAL FRAMEWORK**

2.1   The States and Organizations presenting this working paper strongly support the proposed GANP and its intended use. Its goals and approach are consistent with the efforts that they have themselves made, and the modules described as part of the ASBU form essential elements of the operational improvements that may be required in certain areas of their airspace. The European ATM Master Plan has already been aligned with the GANP.

3.   **GANP MAINTENANCE AND IMPROVEMENTS**

3.1   The version of the GANP proposed to the Assembly for adoption is a very useful and usable planning document, and part of a structured planning process which involves ICAO, the Regions and the States. Like any other planning document, it needs to be maintained and to provide references to where more detailed information can be found to guide its implementation.

3.2   These considerations are reflected in the present GANP, but not yet optimally. For example, the ASBU concept is introduced in the Executive Summary and in Appendix 2, but not in the main body of the document. The proposed road map for Standardisation in Appendix 2 could also be added the main text; and in the main body of the GANP the priorities cited refer mainly to Performance Based Navigation whereas Appendix 2 addresses additional priorities, related to the blocks and modules. These too should be addressed in the main text, in the next update of the GANP.

3.3   It is proposed that ICAO triggers without delay the triennial GANP maintenance/update process described at Appendix 1 of the GANP, with a clear place in that process for inputs from PIRGs and from States and Organizations with major ATM programmes. Within the framework of the GANP, the annual work programmes of ICAO should reflect reviews on the basis of such inputs, although major formal changes should remain within the remit of the triennial review.

3.4   ICAO having recognized the need to plan the work on future ICAO SARPs and guidance material to support implementation of the GANP and ASBUs, work on this Road Map should start directly, to be added to the next version of the GANP addressing ICAO's standardisation work. The need for standardisation should also be reflected in the work programmes of ICAO. Because developing new SARPs may take some time, a road map would provide an insight into the planning needs for Blocks 2 and 3, lending more transparency to the future work of ICAO and enabling States, Organizations and Industry to organize their support to ICAO in a more optimal way.

3.5   It is of particular importance to States and Organizations to be able to anticipate any requests from ICAO, in terms of support beyond that already provided through regional planning and specialist work in panels and other arrangements. As was evident in the discussions at the recent ICAO Air Navigation Conference, the GANP is the result of the consideration and analysis of many data: fully understanding it is no small task. ICAO is invited to organize suitable expert groups at a global level, as soon as possible following the Assembly.

3.6   Appendix 3 of the GANP foresees a range of hyperlinked online documentation. This is a very valuable way of drilling down to more detailed reference material, and the intention to establish and maintain this facility, no small task in itself, is very much welcomed. There will be a need for ICAO to indicate clearly which parts of the on-line material have formal status, and how they are to be used[3].

3.7   The GANP looks mainly to the PIRGs for implementation of the GANP/ASBUs. But the development of work on new technologies and concepts will continue elsewhere, and will have an impact on the road maps and the description of the modules and the Blocks. Coordination at a global level therefore remains important, with direct input if needed from States, Organizations and Industry. In that connection, there needs to be a known and established process for the updating of the ASBU descriptions, which were prepared ahead of the last Air Navigation Conference by an ad-hoc technical team, and of which only a short summary is provided as part of the GANP.

3.8   Finally, there will be value in priorities being reviewed annually, on the basis of advice from the Air Navigation Commission, if monitoring reports show this to be necessary or at the direct request from States, Organizations and stakeholders. Any such review should of course remain within the framework of the GANP.

4.   **CONCLUSION**

4.1   The Assembly is invited to:

   a) endorse the proposed 4th edition of the GANP; and

   b) request ICAO that consideration be given to the proposals in section 3 of this paper for ways of strengthening the GANP still further in its next iteration, including by making more explicit its reference point status, the formal process by which it is to be kept up to date, the standardisation roadmap and the status of the GANP's electronic versions and online support documentation, and by making provision for the review of priorities and for regular exchanges of information with States and international Organizations that are implementing major ATM development plans.

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[3] For example, the technology roadmaps in Appendix 5 of the GANP offer a simplified presentation of their rationale and of the material which has been assembled in relation to them. Such presentations should be delivered regularly by the relevant panels, which may need to coordinate together in doing so.