



Agenda Item 5: Air Navigation Matters
5.2 Global Air Navigation Matters

**PROGRESS ON ALIGNMENT OF REGIONAL AIR NAVIGATION PLANS WITH THE
GLOBAL AIR NAVIGATION PLAN**

(Presented by the Secretariat)

SUMMARY	
<p>This information paper provides the current work status of the electronic Air Navigation Plan Working Group (eANP-WG), which was initiated as follow-up to the Twelfth Air Navigation Conference (AN-Conf/12), Recommendation 6/1 - <i>Regional performance framework – planning methodologies and tools</i>, to align Regional Air Navigation Plans (ANP) with the Fourth Edition of Doc 9750 - <i>Global Air Navigation Plan</i>.</p>	
References:	
<ul style="list-style-type: none"> • Twelfth Air Navigation Conference (AN-Conf/12), Montreal, Canada, 19 to 30 November 2012 http://www.icao.int/Meetings/anconf12/Pages/default.aspx • Doc 9750 – <i>Global Air Navigation Plan</i> • electronic Air Navigation Plan Working Group (eANP-WG) meetings and teleconferences 	
<i>Strategic Objectives</i>	<p><i>This information paper is related to Strategic Objectives:</i></p> <ul style="list-style-type: none"> <i>A. Safety – Enhance Global Civil Aviation Safety</i> <i>B. Security – Enhance Global Civil Aviation Security</i> <i>C. Environmental Protection and Sustainable Development of Air Transport</i>

1. Introduction

1.1 The AN-Conf/12 formulated Recommendation 6/1 - *Regional performance framework – planning methodologies and tools*, to align regional Air Navigation Plans (ANPs) with the Fourth Edition of Doc 9750 - *Global Air Navigation Plan*.

1.2 The ICAO Air Navigation Bureau (ANB) established the eANP-WG as a result of the recommendations formulated by the ICAO Deputy Regional Directors (DEPRDs) training in Montreal, Canada, November 2012, taking into consideration new developments, including the outcome of the AN-Conf/12. The eANP-WG is composed of representatives from each ICAO Regional Office and ICAO Headquarters.

1.3 The eANP-WG was established to prepare an action plan and monitor the review/development of the ANP/eANP project. The eANP-WG was tasked with making proposals for changes to the ANP, which included development of a new structure, format, content, harmonization of the tables contained in the current Facilities and Services Implementation Documents (FASID) to support the implementation of the ICAO Aviation System Block Upgrades (ASBUs), and an implementation monitoring and reporting process. The eANP-WG would also review and propose amendments to the current ANP amendment and approval process, and coordinate with the appropriate Sections at ICAO Headquarters on eANP development on a web-based platform. The Terms of Reference (ToRs) of the eANP-WG are shown in the **Appendix**.

2. Discussion

2.1 The eANP-WG has held one face-to-face meeting in Paris, France, (4-8 February 2013), four Steering Committee (SC) teleconferences (25 March; 3 June; 27 August; and 31 October 2013), one teleconference with all WG members (5 September 2013) and one face-to-face meeting in Montreal, Canada, (18-22 November 2013).

2.2 In terms of working arrangements, the eANP-WG established a Steering Committee to coordinate and administer working group activities and take decisions as appropriate to advance its work. A focal point was appointed for each Part (air navigation field) of the ANP and the following process for review and approval of the draft proposals was agreed:

- a) development and coordination of a draft for each ANP Part (led by its corresponding eANP-WG Focal Point) with ICAO Regional Office peers and ICAO Headquarters Chiefs of Sections;
- b) review of and comment on a mature draft of each ANP Part by eANP-WG members (led by the corresponding eANP-WG Focal Point and shared with all concerned, including ICAO Headquarters Chiefs of Sections); and
- c) endorsement of a final mature version of each ANP Part by the eANP-WG Steering Committee and possible amendment, in case of disparities.

2.3 At its first meeting, (4 to 8 February 2013), the eANP-WG agreed on the objective and scope/purposes of the ANP as follows:

Objective of Regional Air Navigation Plans

1) *The Regional Air Navigation Plan provides for the planning and implementation of air navigation systems within a specified area, in accordance with the agreed global and regional planning framework.*

2) *The development and maintenance of the Regional Air Navigation Plans is undertaken by ICAO Planning and Implementation Regional Groups (PIRGs) with the assistance of the ICAO Secretariat.*

Scope/Purposes

A Regional Air Navigation Plan serves the following purposes:

It is used as a repository Document for the assignment of responsibilities to States for the provision of air navigation facilities and services within a specified area in accordance with Article 28 of the Convention on International Civil Aviation (Doc 7300).

It contains requirements related to the facilities and services to be implemented by States in accordance with regional air navigation agreements. The procedural parts of Regional Air Navigation Plans are published in the ICAO Regional Supplementary Procedures (Doc 7030). They are developed to meet those needs of specific areas not covered in the worldwide provisions.

It contains recommendations that States can follow in programming the provision of their air navigation facilities and services, with the assurance that facilities and services furnished in accordance with the plan will form with those of other States an integrated system adequate for the foreseeable future.

It may serve as a legal basis for air navigation services charges which are levied for services provided or made available to users, in accordance with ICAO's Policies on Charges for Airports and Air Navigation Services (Doc 9082) and ICAO Manual on Air Navigation Services Economics (Doc 9161).

It contains the regionally agreed Aviation System Block Upgrades (ASBUs) modules applicable to the specified ICAO region aimed at increasing capacity and improving efficiency of the aviation system whilst maintaining or enhancing safety level, and help achieve the necessary harmonization and interoperability at regional and global level.

It supports the performance-based approach to planning adopted by ICAO to measure the efforts made by States in implementing the agreed requirements.

2.4 A revised structure, format, and table of contents of the eANP was agreed taking into account the ASBU methodology. In this regard, it was agreed that the eANP should be composed of three volumes:

- a) Volume I should contain stable plan elements where amendments necessitate approval by the ICAO Council; these elements can be related to:
 - Assignment of responsibilities
 - Mandatory requirements subject to regional agreement and/or
 - Additional requirements specific to the region, which are not covered in Standards and Recommended Practices (SARPs)

Note: The following is a non-exhaustive list of such elements:

- *Flight Information Regions (FIRs) boundaries (Table and Charts)*
- *Search and Rescue Regions (SRRs) boundaries (Table and Charts)*
- *Volcanic Ash Advisory Centres (VAACs)*
- *Tropical Cyclone Advisory Centres (TCACs)*
- *Volcano Observatories (VOs)*

- b) Volume II should contain dynamic plan elements where amendments do not necessitate approval by the ICAO Council; these elements can be related to:

- Assignment of responsibilities
- Mandatory requirements subject to regional agreement and/or
- Additional requirements specific to the region, which are not covered in SARPs

Note: The following is a non-exhaustive list of such elements:

- *Major traffic flows*
- *Air Traffic Service (ATS) route networks*
- *Meteorological Watch Offices (MWOs)*
- *Secondary Surveillance Radar (SSR) codes*
- *Five-letter name codes*
- *Meteorological Information for Aircraft in Flight (VOLMET) Broadcasts*

- c) Volume III should contain dynamic/flexible plan elements where amendments do not need approval by the ICAO Council and these elements can be related to the implementation of certain air navigation systems, based mainly on the ASBU modules endorsed at the regional or sub-regional level.

2.5 The general structure for the Parts of Volume I and II that relate to an air navigation field consists of:

- Introduction
- General Regional Requirements
- Specific Regional Requirements

2.6 It should be noted that the section “General Regional Requirements” is harmonized for all the Regions. Accordingly, an amendment of the provisions (text) in “General Regional Requirements” will lead to amendment of all regional eANPs.

2.7 The structure of Volume III consists of:

- Part 0 - Introduction
- Part I - General Planning Aspects (GEN)
- Part II - Air Navigation System Implementation

Outcome of the Second Meeting of the eANP-WG (eANP-WG/2), 18-22 November 2013

2.8 Since March 2013, the various drafts of each Volume have been drafted, revised, and coordinated according to the process described in para. 2.2 above.

Volumes I and II

2.9 With regard to Volumes I and II, the eANP-WG/2 Meeting reviewed, amended, and endorsed the final drafts of each Part. It was agreed that final proofreading be conducted for the two Volumes by the end of January 2014 before submission to ICAO Headquarters as part of the eANP template.

2.10 It was agreed that there would be only two charts in the eANP, namely the Council-approved Flight Information Region boundaries (Chart ATM I-1 and I-2) and Search and Rescue Region boundaries (Chart SAR I-1). With regard to the Tables in the eANP, the following list shows the Tables that will be included in Volumes I and II:

<p><u>VOLUME I</u></p> <p><u>Part I — General planning aspects (GEN)</u> Table GEN I-1 — List of Flight Information Regions (FIR)/Upper Information Regions (UIR) in the Region [New]</p> <p><u>Part II — Aerodromes / Aerodrome Operations (AOP)</u> Table AOP I-1 — International aerodromes required in the Region</p> <p><u>Part IV — Air Traffic Management (ATM)</u> Table ATM I-1 — Flight Information Regions (FIRs)/Upper Flight Information Regions (UIRs) of the Region [New] Chart ATM I-1 — Flight Information Regions (FIRs) of the Region Chart ATM I-2 — Upper Flight Information Regions (UIRs) of the Region</p> <p><u>Part V — Meteorology (MET)</u> Table MET I-1 — State Volcano Observatories [former MET 3C]</p> <p><u>Part VI — Search and Rescue Services (SAR)</u> Table SAR I-1 — Search and Rescue Regions (SRRs) of the Region [New] Chart SAR I-1 — Search and Rescue Regions</p>
<p><u>VOLUME II</u></p> <p><u>Part I — General planning aspects (GEN)</u> Table GEN II-1 — Homogeneous areas and major traffic flows identified in the Region [New]</p> <p><u>Part II — Aerodromes / Aerodrome Operations (AOP)</u> Table AOP II-1 - Requirements and capacity assessment in international aerodromes in the Region</p> <p><u>Part III — Communications, Navigation and Surveillance (CNS)</u> Table CNS II-1 — AFTN Plan [former 1A] Table CNS II-2 — Required ATN Infrastructure Routing Plan [former 1B] Table CNS II-3 — ATS Direct Speech Circuits Plan [former 1C] Table CNS II-4 — HF Network designators applicable for the Region [former 2B]</p> <p><u>Part IV — Air Traffic Management (ATM)</u> <i>Only if required by the Region under “Specific Regional Requirements”:</i> Table ATM II-X — ATS Routes agreed through regional air navigation agreement but not implemented Chart ATM II-X — ATS Routes agreed through regional air navigation agreement but not implemented Table ATM II-X — SSR Code Allocation Plan of the Region</p> <p><u>Part V — Meteorology (MET)</u> Table MET II-1 — Meteorological Watch Offices [former 1B] Table MET II-2 — Aerodrome Meteorological Offices [former 1A] Table MET II-3 — VHF VOLMET broadcast [former Table ATS 2] <i>Only if required by the Region under “Specific Regional Requirements”:</i> Table MET II-X — Offshore structures [former 1C]</p> <p><u>Part VI — Search and Rescue Services (SAR)</u> Table SAR II-1 — Rescue Coordination Centres (RCCs) and Rescue Sub-centres (RSCs) in the Region</p> <p><u>Part VII — Aeronautical Information Management (AIM)</u> Table AIM II-1 - Responsibility for the provision of AIS/AIM Facilities and Services in the Region Table AIM II-2 - Production responsibility for World Aeronautical Chart sheets — ICAO 1: 1 000 000 or Aeronautical Chart — ICAO 1: 500 000</p>

Volume III

2.10 Concerning Volume III, the Meeting agreed that the draft Parts 0 (Introduction) and I (General Planning Aspects), which had been developed, should be further reviewed and finalised by the end of January 2014. It was agreed that the information contained in Volume III should be related to implementation monitoring, planning, and/or guidance. The Meeting agreed that a table should be developed for inclusion in Part I to define a minimum set of high-level implementation indicator(s) for each of the 18 ASBU Block 0 Modules and include other information for use by all the ICAO Regions, as deemed necessary. It was agreed that high-level implementation indicators would be selected based on SMART (Specific, Measurable, Achievable, Relevant and Time) criteria. The Meeting agreed that the details related to the monitoring of the ASBU modules, including the design of supporting enablers (tables/databases), should be left to the Regions/Planning and Implementation Regional Groups (PIRGs).

2.11 For Part II (Air Navigation System Implementation), the Meeting agreed that the draft ASBU implementation templates developed for B0-DATM, B0-AMET, B0-FICE and B0-FRTO as samples would be further refined and finalised by the end of February 2014.

2.12 The Meeting agreed that the management of Volume III should be under the responsibility of the PIRGs. Nevertheless, it was highlighted that any amendment to Parts 0 and 1 of Volume III should go through an inter-regional coordination mechanism.

Procedure for Amendment of the eANP

2.13 The Meeting reviewed and endorsed the revised procedure for amendment of the e-ANP, which describes the maintenance process using a web-based platform. The Meeting agreed that the current Council-approved procedure for Basic ANP amendments (with minor changes) would be applicable to the new Volume I, and that the current procedure for FASID amendments (with minor changes) would be applicable to Volume II.

2.14 As mentioned in para. 2.13 above, the Meeting agreed that the management of Volume III should be the responsibility of the PIRGs and that any amendments of Parts 0 and I of Volume III should be inter-regionally coordinated.

Future Work Programme/Action Plan for Further Development of the ANPs/eANP

2.15 The Meeting noted that the following tasks were yet to be completed as part of eANP development:

- Completion of the ANP template
- Approval of the ANP template
- Development of ANPs based on the agreed template
- Approval/endorsement of Regional ANPs
- Development of the eANP online framework (web-based platform)

2.16 It was highlighted that endorsement of the ANP template (which included the new eANP amendment procedure) was the most important milestone in this process. After approval of the ANP template, approval of each Region eANP would be accomplished in accordance with the amendment procedure. It is expected that the ANP template will be presented to the ICAO Council in June 2014 for approval. All Regional Offices should begin the formal process of population and development of proposals for amendments based on the approved ANP template for endorsement by PIRGs and States by

the third quarter of 2014 and aim to complete the entire process by the end of 2015. It was agreed that PIRGs and States should be appraised of the ANP template early in the process in order to ensure support.

2.17 The Meeting recalled that the eANP-WG was established by and would report to the Director of Air Navigation Bureau (D/ANB). Accordingly, the eANP-WG concluded that their mandate would be completed upon submission of the ANP template to D/ANB for appropriate action.

2.18 With regard to the development of the eANP on a web-based platform, the Meeting agreed on the specifications required. It was noted that an accreditation process was available for access to the eANP web-based platform and that it would be ready by mid-March 2014, as a test-bed for selected States (on a voluntary basis). The Meeting recognised that the current accreditation process may require adjustment to suit the specific needs of the eANP. It was expected that the web-based platform would be presented to the ICAO Council in June 2014 as part of the ANP template.

APPENDIX
TERMS OF REFERENCE OF THE eANP WORKING GROUP
(eANP-WG)

1. Background

1.1 The eANP Working Group was established on 19 December 2012, by the Air Navigation Bureau (ANB), as a result of the recommendations formulated by the ICAO Deputy Regional Directors (DEPRDs) training (Montreal, November 2012), taking into consideration new developments, including the outcome of the AN-Conf/12.

2. Terms of Reference

2.1 The Working Group is expected to:

- a) Make proposals for changes to the Regional Air Navigation Plans (ANPs) including:
 - Development of a new structure, format and content
 - Harmonization of the tables contained in the current Facilities and Services Implementation Documents (FASID) to support implementation of the ICAO Aviation System Block Upgrades (ASBUs)
 - Development of relevant implementation monitoring and reporting processes
- b) Review and propose amendments to the current ANP amendment procedures and approval process, as appropriate
- c) Coordinate with the ICAO Aviation Safety Tools (SAST) Section on development of the electronic Air Navigation Plan (eANP) on a web-based platform
- d) Prepare an action plan to carry out the above activities

2.2 The results and proposals developed by the eANP Working Group will be presented to the Director of Air Navigation Bureau (D/ANB) for necessary action.

3. Working Methods

- a) The Working Group should avoid duplication of work with other ANB projects and maintain close coordination among the existing entities, including the ROs, to optimize use of available resources and experience;
- b) The Working Group may designate, as necessary, Ad hoc groups to work on specific topics and activities; all tasks and activities should be clearly defined by time and deliverables; and
- c) The Working Group should conduct its work electronically (emails and teleconferences) and only hold meetings when necessary.

4. Composition

- a) Designated members from each Regional Office and Headquarters; and
- b) Focal points/experts from ICAO to support the designated members and the activities of the Working Group.

— END —