



**GREPECAS Programmes and Projects Committee (PPRC) Fourth Virtual Meeting  
 (ePPRC/04)  
 Online, 21 – 22 April 2022**

**Agenda Item 4 : Other Bussines**

**PROGRESS ON THE SEVENTH EDITION OF THE GLOBAL AIR NAVIGATION PLAN  
 (GANP)**

(Presented by Secretariat)

<b>EXCUTIVE SUMMARY</b>	
This note provides information related to the updating process of the Global Air Navigation Plan (GANP), which will be presented to the 41 <sup>st</sup> ICAO Assembly.	
<i>Objectives Strategic:</i>	<ul style="list-style-type: none"> <li>• Safety</li> <li>• Air Navigation Capacity and Efficiency</li> <li>• Economic development of air transport</li> <li>• Environment protection</li> </ul>
<i>Referencias:</i>	<ul style="list-style-type: none"> <li>• Report of the 39<sup>th</sup> ICAO Assembly</li> <li>• Report of the 40<sup>th</sup> ICAO Assembly</li> <li>• Report of the Thirteenth Air Navigation Conference</li> <li>• Second Meeting of the GANP Study Group (GANP-SG/2) Documents</li> </ul>

**1. Introduction**

1.1 The 39<sup>th</sup> period of ICAO agreed that minor updates to the GANP should have a cycle of 3 years and major updates every six years to stabilize the Global Air Navigation Plan.

1.2 The 40<sup>th</sup> Session of the ICAO Assembly approved the sixth edition of the Global Air Navigation Plan (GANP - Doc. 9750) through Resolution A40-1: ICAO Global Planning for Safety and Air Navigation.

1.3 The Thirteenth Air Navigation Conference, through Recommendation 4.3/1, urged ICAO to consider establishing a group of performance experts under the GANP Study Group.

## 2. Analysis

2.1 The Sixth Edition of the GANP, adopted at the 40th Assembly, was a major update of the GANP, and the Seventh Edition of the GANP, which will be submitted to the 41<sup>st</sup> Assembly, should contain minor changes. This edition recognizes that a performance-based, service-oriented and technologically advanced global air navigation system is fundamental to achieving sustainability in the aviation sector worldwide. It further recognizes safety as one of the fundamental principles of aviation performance, along with environment, security and economic sustainability

2.2 The Sixth Edition of the Global Air Navigation Plan (GANP) contains the GANP Performance Framework, consisting of a set of performance ambitions, focus areas, performance targets and key performance indicators (KPIs) within the eleven key performance areas (KPAs) that coincide with the global performance expectations described in the Global Air Traffic Management Operational Concept (Doc 9854).

2.3 ICAO, following up on Recommendation 4.3/1 of AN/Conf-13, established the GANP Study Group (GANP-SG), approved by the Air Navigation Commission, in June 2019.

2.4 The GANP-SG established two groups to develop its Work Plan. The groups established were:

- a) The Performance Expert Group (GANP-PEG), with the mission to maintain and develop the GANP performance framework, focusing on its effective implementation by all members of the aviation community at regional and national levels. One of the tasks of the GANP-PEG is to extend the GANP Performance Framework to cover the eleven KPAs and, in particular, to contribute to coherence and consistency in relation to the performance shared by the GANP, the Global Aviation Safety Plan (GASP, Doc 10004) and the Global Aviation Safety Plan (GASeP) (Doc 10118);
- b) ASBU Panel Project Team (ASBU PPT): The mission of the ASBU PPT is to develop consolidated proposals for updating the ASBU framework by processing change requests.

2.5 The Meeting will recall that the Sixth Edition of the GANP, at the global technical level, the framework details focus areas, performance targets and key performance indicators (KPIs) within the KPAs of capacity, efficiency and predictability. The Performance Expert Group (GANP-PEG) has worked on the Safety Performance Framework and proposes to include an update of the Safety Performance Framework in the seventh edition of the GANP to ensure an integrated approach to performance management; provide a link between the GANP and the Global Aviation Safety Plan (GASP).

2.6 The GANP-EPG formulates focus areas within the Safety KPA as well as Safety Objectives, to be included in the Seventh Edition of the GANP. It also recommends the inclusion of two key performance indicators (KPIs) for this KPA.

2.7 In relation to the ASBU Framework and BBBs, the ASBU PPT has worked on the revision of these two frameworks introducing minor changes in some names of the modules and elements of the ASBUs, as well as modification of the BBBs, mainly for the area from AIS to AIM.

2.8 Additionally, the ASBU PPT has done the work of mapping the BBBs to the USOAP protocol questions. This work is yielding important conclusions about the impact of implementing the BBBs on the critical elements of the USOAP Audit.

2.9 The suggested changes to the GANP will be presented to the 41st ICAO Assembly Sessions for approval.

### **3. Conclusion**

3.1 The changes to the GANP that will be submitted to the 41<sup>st</sup> ICAO Assembly contemplate the following points:

- a) Inclusion of Focuses Areas and Sub-Area for the Operational Safety KPA;
- b) Minor changes in the Reference Frameworks of the ASBU and BBBs
- c) Mapping of the BBBs to the USOAP Protocol Questions

3.2 It would be important for States to be informed of the proposed change to the GANP that will be presented to the 41<sup>st</sup> ICAO Assembly. States should analyze this proposal and present their comments during the Assembly.

3.3 The Meeting should note that, if the proposed changes are approved by the ICAO Assembly, they will be reflected in the seventh edition of the GANP.