



ICAO GANP PORTAL

[Global Strategic](#) ▾ [Global Technical](#) ▾ [Regional](#) ▾ [National](#) ▾

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WELCOME TO THE GLOBAL AIR NAVIGATION PLAN PORTAL

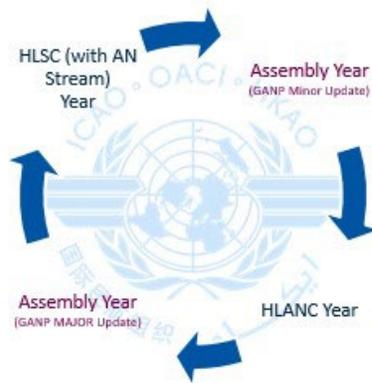
The GANP Portal is a web portal.
where all aviation stakeholders will be
able to find the most relevant
information related to the GANP



Overview

- Background information
 - Sixth edition of the GANP
- Seventh edition of the GANP
- Eighth edition

GANP Lifecycle



- The ICAO Assembly, at its 39th Session, agreed on the expansion of the GANP lifecycle through **three-year minor and six-year major updates**, as relevant, to provide for stability.
- ICAO Air Navigation Global Events schedule

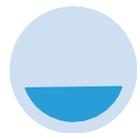
Exception: Due to the COVID-19 pandemic the HLSC of 2021 has been cancelled, therefore the GANP updates were presented directly to the ICAO Assembly in 2022. The HLCC did not address air navigation matters.

Global Air Navigation Plan

THE SIXTH EDITION OF THE GANP

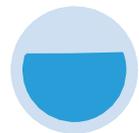
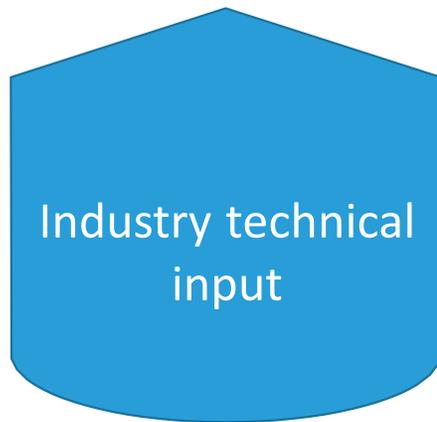


GLOBAL AIR NAVIGATION EVENTS



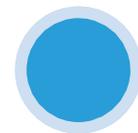
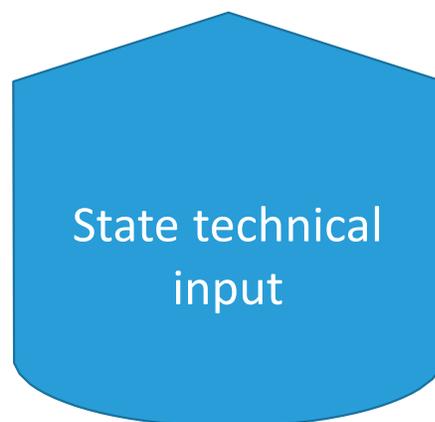
Symposiums:
GANIS/SANIS

December 2017



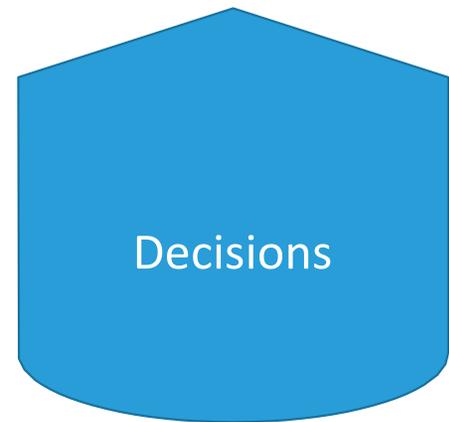
13th Air Navigation
Conference

October 2018



40th Session
General Assembly

September 2019



Sixth Edition of the GANP (Major update)

- Major update of the GANP
 - Multilayer Structure
 - Electronic format
 - GANP Portal ([Home - ICAO GANP Portal](#))
 - Maintenance process

GLOBAL AIR NAVIGATION PLAN

MULTILAYER STRUCTURE OF THE GANP

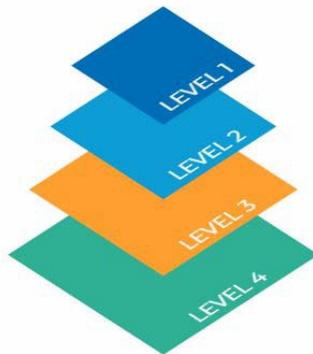
Click a level to navigate

GLOBAL STRATEGIC

GLOBAL TECHNICAL

REGIONAL

NATIONAL



GLOBAL STRATEGIC ^x	GLOBAL TECHNICAL ^x	REGIONAL ^x	NATIONAL ^x
<p>Provides high-level strategic directions for decision makers to drive the evolution of the global air navigation system towards a common agreed vision.</p>	<p>Supports technical managers in planning the implementation of basic air navigation services and new operational improvements in a cost-effective manner.</p>	<p>Addresses regional and sub-regional needs aligned with the global objectives.</p>	<p>Development by States, in coordination with relevant stakeholders, of air navigation plans aligned with regional and global plans.</p>
 <p>GANP DOCUMENT</p>	   <p>ASBUs & PF AN-SPA BBBs</p>	 AFI ANP  APAC ANP  EUR ANP  MID ANP  NAM ANP  NAT ANP  CARSAM ANP	 <p>NANP TEMPLATE</p>  <p>CBA CHECKLIST</p>

<https://www4.icao.int/ganpportal/>



GLOBAL STRATEGIC LEVEL

- Electronic document
- Target audience: decision-makers
- Seven chapters:
 1. Intro
 2. Roles and responsibilities
 3. Challenges and opportunities
 4. The vision
 5. Performance ambitions
 6. The conceptual Roadmap
 7. From concept to operations



GLOBAL TECHNICAL LEVEL

- Web-based platform
- Target audience: technical experts and implementers
- 2 Global frameworks
 - BBBs
 - ASBUs
- Associated Performance Framework
 - Catalogue of performance objectives
 - List of KPIs
- Performance Management process
 - AN-SPA

GLOBAL TECHNICAL ×

Supports technical managers in planning the implementation of basic air navigation services and new operational improvements in a cost-effective manner.



ASBUs AN-SPA BBBs & PF

REGIONAL & NATIONAL LEVELS

- eANP tool
 - Under development
 - Available for the Eighth edition
- National template
 - Under development
 - Available for the Eighth edition

REGIONAL ×

Addresses regional and sub-regional needs aligned with the global objectives.

 AFI ANP	 APAC ANP
 EUR ANP	 MID ANP
 NAM ANP	 NAT ANP
 CARSAM ANP	

NATIONAL ×

Development by States, in coordination with relevant stakeholders, of air navigation plans aligned with regional and global plans.

 NANP TEMPLATE	 CBA CHECKLIST
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Global Air Navigation Plan

THE SEVENTH EDITION OF THE GANP



Seventh Edition of the GANP (Minor update)

- No Symposium
- Not discussed in a Conference
- Minor input from HLCC due to cancelation of HLSC in 2021
 - No Secretariat papers
- Endorsed by the 41st Session of the ICAO Assembly in 2022

SEVENTH EDITION OF THE GANP

MULTILAYER STRUCTURE OF THE GANP

Click a level to navigate

GLOBAL STRATEGIC

GLOBAL TECHNICAL

REGIONAL

NATIONAL



- Update of the GANP performance framework
 - Safety KPA - Strengthen the link to the GASP
 - Maintenance process for the performance framework
- The Basic Building Blocks (BBBs) and the Universal Safety Oversight Audit Programme (USOAP)
- The Aviation System Block Upgrade (ASBU) framework and the Basic Building Block (BBB) framework
 - Update following the maintenance process

Safety KPA

- Encompassing safety performance framework that could be shared by the whole aviation community
 - Global Strategic Level:
 - A reviewed Safety ambitions
 - Global Technical Level:
 - Safety focus areas
 - Safety objectives and sub-objectives
 - Safety Key Performance Indicators

Safety Ambition

Is challenging but realistic with a focus on success observed through trend over time and addresses the challenges of changes and innovation potentially threatening current safety levels.

Is in the spirit of and contributes to many of the United Nations Sustainable Development Goals (SDGs).

Addresses the combined scope of the GANP and the GASP.

No longer states a theoretical aspiration but instead communicates the more pragmatic ambition to achieve continual improvement that focuses on all facets of safety outcomes, e.g., accidents, incidents, fatalities, injury period its secondary impact, over an extended period with a focus on safety risk management.

Is comprehensive, strategic, and future proof, in that it implicitly covers:

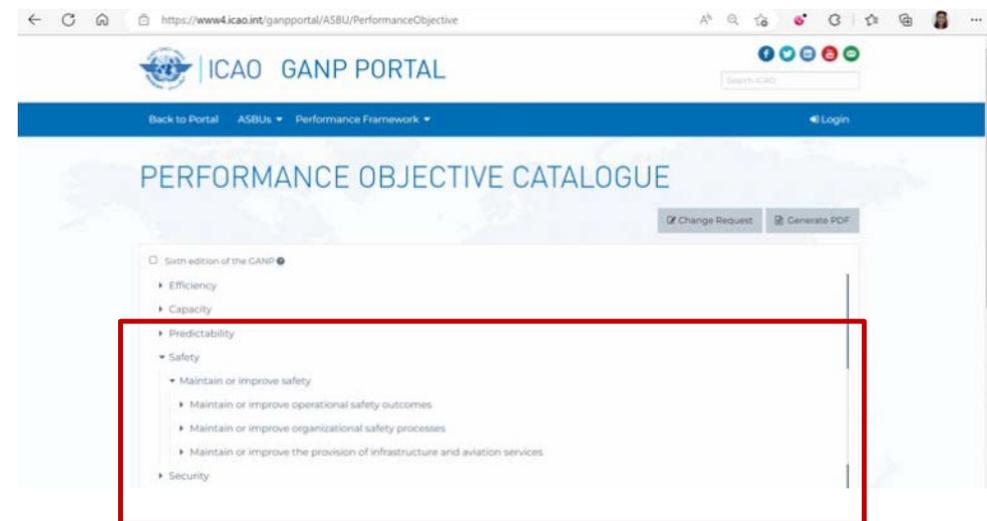
- a) at least the next 20 years, not just in terms of the target date, but also in terms of the aviation environment at that time horizon expected
- b) all aviation segments, i.e., not just commercial operations, but all currently existing other airspace user segments, all new entrants such as low-altitude operations (drones, urban air mobility etc.) and high-altitude operations (including space launch and re-entry)
- c) all aircraft operating environments, ground as well as airspace
- d) all safety risk categories
- e) all operational planning horizons, not just tactical/flight-ops (safety nets as well as normal ops), but also pre-tactical (planning several days ahead), strategic (annual planning), long-term planning (multi-year, including institutional setup)
- f) "standard" operating environments as well as "enhanced" environments (with operational changes)
- g) Recognizes different regional contexts and the need to improve safety performance regionally, as well as globally

Safety focus areas

- FA: OPERATIONAL SAFETY OUTCOMES
 - Flight operations safety
 - Safety of traditional operations
 - Safety of new entrants
 - Safety of very low-level operations
 - Safety of high-level operations
 - Safety of urban air mobility
 - Aerodrome operations safety
 - Air navigation service provision safety
 - Aircraft maintenance safety
 - Design and manufacturing safety
- FA: ORGANIZATIONAL SAFETY PROCESSES
 - State Safety Programme (including safety oversight)
 - Safety Management System
 - Safety Collaboration
- FA: PROVISION OF INFRASTRUCTURE AND AVIATION SERVICES
 - Basic Building Blocks
 - Operational safety improvements

Safety performance objectives and sub-objectives

- Performance Objective Catalogue ICAO GANP Portal



Mapping of the GASP goals to the safety objectives and sub-objectives

- In order to provide an integrated tree for the GANP and the GASP, the goals in the GASP were mapped to the performance objective tree. One of the six goals of the GASP relates to operational safety outcomes:
 - The scope of Goal 1 of the GASP “Achieve continuous reduction of operational safety risks” was not limited to the set of five High Risk Categories (HRC) but covered all risk categories (the HRC are a subset of the full set of risk categories). Goal 1 therefore was mapped to the safety performance sub-objective “Maintain or improve safety of traditional flight operations”.
 - The rest of the goals in the GASP address organizational safety processes and provision of air navigation services, and were mapped to the tree as follows:
 - Goal 2 of the GASP “Strengthen States oversight capabilities” was mapped to the sub-objective “Strengthen State safety oversight capabilities”;
 - Goal 3 of the GASP “Implement effective State Safety Programmes” was mapped to the sub-objective “Increase the implementation of States’ Safety Programmes”;
 - Goal 4 of the GASP “Increase collaboration at the regional level” was mapped to two sub-objectives “Increase safety enhancement initiatives” and “Improve safety collaboration at global, regional and national levels”;
 - Goal 5 of the GASP “Expand the use of industry Programmes and safety information sharing networks by service providers” was mapped to two sub-objectives: “Improve safety management systems implementation” of the industry and “Improve safety collaboration at global, regional and national levels”; and
 - Goal 6 of the GASP “Ensure the appropriate infrastructure is available to support safety operations” was mapped to the sub-objectives: “Strengthen States’ safety oversight capabilities”, as well as “Enhance the implementation of the Basic Building Blocks” and “Optimize the implementation of operational safety improvements within the ASBU framework” under the sub-objective “Maintain or improve the provision of infrastructure and aviation services”.
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Safety Key Performance Indicators

- [KPI OVERVIEW - ICAO GANP Portal](https://www4.icao.int/ganportal)

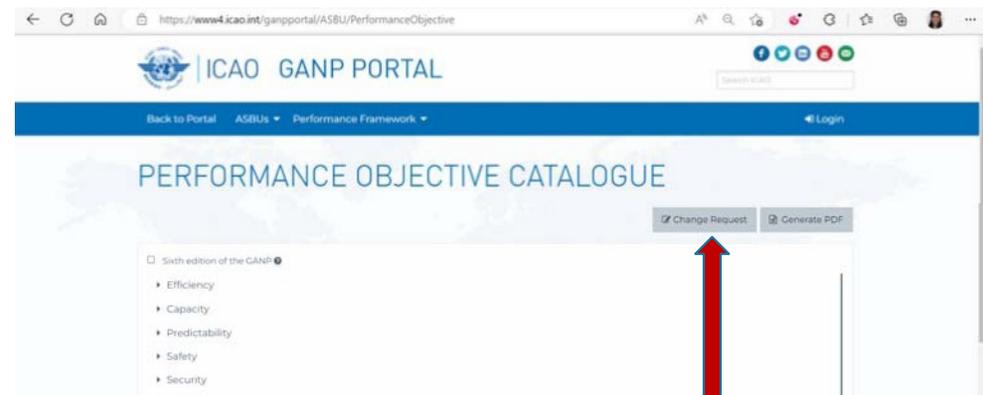


The screenshot displays a web browser window with the URL <https://www4.icao.int/ganportal/ASBU/KPI>. The page lists several KPIs, with a red box highlighting the following four:

KPI17	Level-off during climb	🔍	⌵
KPI18	Level capping during cruise	🔍	⌵
KPI19	Level-off during descent	🔍	⌵
KPI20	Number of aircraft accidents	🔍	⌵
KPI21	Number of runway incursions	🔍	⌵
KPI22	Number of runway excursions	🔍	⌵
KPI23	Number of airprox/TCAS alert/loss of separation/near midair collisions/midair collisions (MAC)	🔍	⌵

Maintenance process for the performance framework

- [Performance Objective Catalogue ICAO GANP Portal](https://www.icao.int/ganportal/ASBU/PerformanceObjective)



The Basic Building Blocks (BBBs) and the Universal Safety Oversight Audit Programme (USOAP)

- [BBBs USOAP PQs \(icao.int\)](https://www.icao.int/audit/BBBs/PQs)
- The mapping in this hyperlink provides the link between two fundamental aspects of any robust air navigation system:
 - The provision of essential air navigation services (BBBs); and
 - the capability to oversee them (related PQs).

The Aviation System Block Upgrade (ASBU) framework and the Basic Building Block (BBB) framework

- An update of the BBB framework
 - [BBBs \(icao.int\)](#)
 - AIM
- An update of the ASBU framework
 - [ASBU Elements - ICAO GANP Portal](#)
 - Result of a campaign following the maintenance process endorsed by the 40th session of the ICAO Assembly ([Repository \(icao.int\)](#))

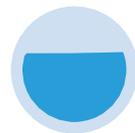
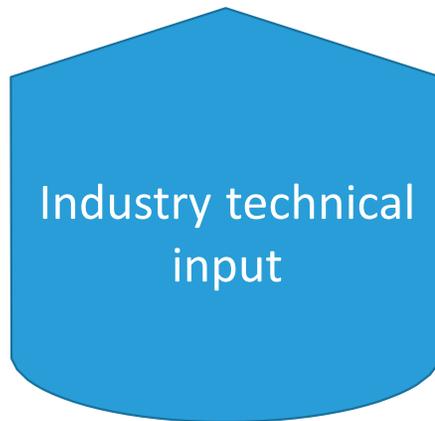
Global Air Navigation Plan
EIGHTH EDITION



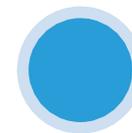
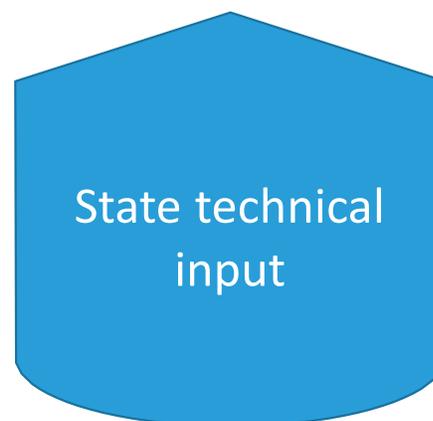
GLOBAL AIR NAVIGATION EVENTS



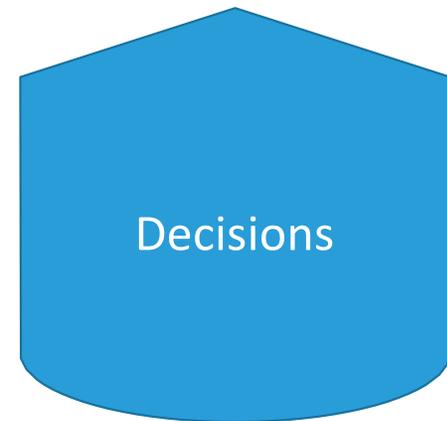
Symposium:
AN World
August 2023



14th Air Navigation
Conference
Sept/Oct 2024



42nd Session General
Assembly
September 2025



EIGHTH EDITION OF THE GANP

- **Global Strategic Level**
 - Review of the GANP Strategy
 - New entrants Themes
 - Principles
- **Global Technical Level**
 - Performance Framework
 - Environment
 - Resilience
- Manual on ANS Performance Management
- Performance Assessment of the ASBU framework
- ASBU framework
 - Update of the BBB and ASBU frameworks
 - Update of the TBO tree
 - Integrate new concepts (UTM, HAO, AI/ML, New flight rules)
 - Develop credible benefit driven approach
 - How to package improvements?
 - How to assess investments against monetized benefits?
 - Operational incentives for ASBU elements
 - Identify Quick Wins
- **Regional Level**
- System in the GANP Portal to manage the ANP
- **National Level**
 - Manual on National Air Navigation Planning
 - Includes a template aligned with the ANP.



Thank You!