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Agenda Item 3: Air navigation activities at global, intra-regional and inter-regional level

3.1 Global air navigation activities

**NEW REGIONAL AIR NAVIGATION PLAN (ANP) TEMPLATE
AND PROCEDURE FOR AMENDMENT**

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
<p>This paper presents information related to the review by the Air Navigation Commission and approval by the Council of the new regional air navigation plan (ANP) template, procedures for amendment and the action plan for its electronic availability and maintenance online.</p> <p>The template for ANP Volumes I, II and III including the procedure for amendment is available as Appendices A, B, and C to this paper, respectively.</p>	
<i>Strategic objectives:</i>	This information paper relates to the <i>Safety and Air Navigation Capacity and Efficiency</i> Strategic objectives
<i>References:</i>	<p>C-WP/14174*</p> <p>Doc 7030, <i>Regional Supplementary Procedures</i></p> <p>Doc 7300, <i>Convention on International Civil Aviation</i>, signed at Chicago on 7 December 1944 and amended by the ICAO Assembly</p> <p>Doc 9082, <i>ICAO's Policies on Charges for Airports and Air Navigation Services</i></p> <p>Doc 9161, <i>Manual on Air Navigation Services Economics</i></p> <p>Doc 9750, <i>Global Air Navigation Plan</i></p> <p>Doc 10007, <i>Report of the Twelfth Air Navigation Conference (2012)*</i></p> <p>Regional air navigation plans and prototype of the new eANP (MID region)</p> <p>(https://portal.icao.int/space/ANP/Pages/Home.aspx)</p> <p>*Principal references</p>

1. Introduction

1.1 The Council decided on 26 February 1997 that the regional air navigation plans (ANPs) should be published in two volumes: a Basic ANP and a facilities and services implementation document (FASID) with the corresponding procedure for amendment. The latest change to the procedure for amendment for the Basic ANP document was approved by the Council on 25 February 1998.

1.2 The Twelfth Air Navigation Conference (AN-Conf/12) agreed to Recommendation 6/1—Regional performance framework – planning methodologies and tools regarding the alignment of regional ANPs with the fourth edition of the *Global Air Navigation Plan (GANP)* (Doc 9750).

1.3 The Secretariat established a working group (eANP WG), composed of representatives from Regional Offices and ICAO Headquarters, to make proposals for changes to the regional ANPs which included the development of a new structure, format and content of the ANP.

1.4 The eANP WG recognized that regional ANPs were still needed and represented the bridge between, from one side, the global provisions in the ICAO *Standards and Recommended Practices* (SARPs) and the GANP, to the other side, the States' national plans and implementation. In this regard the Secretariat WG considered the following:

- a) the ANPs detail the facilities, services and procedures required for international air navigation within a specified region(s). They also contain planning and guidance material. It was noted that based on a Council decision (Eighth Meeting of its 131st Session refers), the monitoring of the implementation status of air navigation facilities and services was not part of the scope and objectives of the current ANP;
- b) based on Recommendation 1/2 of the AN-Conf/12, and taking into consideration the new developments related to the performance based approach, the aviation system block upgrades (ASBU) methodology, etc., it was agreed that the new ANP should also include elements related to the monitoring of the status of implementation, at least to the ASBU modules;
- c) a clear separation between the mandatory requirements and the optional/selective implementation scenarios based on the ASBU methodology should be included in the ANP; and
- d) the need to identify the elements included in the current ANPs which were no longer required.

2. **Background**

2.1 **Objective and purpose of the regional ANPs**

2.1.1 The objective and purpose of the regional ANPs are as follows:

- a) the ANPs provide for the planning and implementation of air navigation systems within a specified region(s), in accordance with the agreed global and regional planning framework. They are developed to meet those needs of specific areas not covered in the worldwide provisions. The development and maintenance of the ANPs is undertaken by ICAO PIRGs with the assistance of the ICAO Secretariat;
- b) the ANPs are 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);
- c) the ANPs contain requirements related to the facilities and services to be implemented by States in accordance with regional air navigation agreements. The procedural parts of ANPs are published in the ICAO Regional Supplementary Procedures (SUPPs) (Doc 7030);
- d) the ANPs contain provisions that States can follow in planning the provision of their air navigation facilities and services, with the assurance that facilities and services furnished in accordance with the plan will harmonise with those of other States for an integrated system adequate for the foreseeable future;
- e) the ANPs may serve as a basis for air navigation service 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); and
- f) the ANPs support the performance-based approach to planning adopted by ICAO to measure the efforts made by States in implementing the agreed requirements.

3. eANP WG AND NEW ANP TEMPLATE

3.1 The eANP WG had two (2) face-to-face meetings (Paris, France, 4-8 February 2013; and Montreal, Canada, 18-22 November 2013), six (6) teleconferences of its Steering Committee (SC) (25 March, 3 June, 27 August and 31 October 2013, 26 March and 16 April 2014) and one(1) teleconference of the whole WG members (5 September 2013). Most of the work was conducted through emails among the Secretariat WG members. The eANP WG submitted the final regional ANP template on 22 April 2014.

3.2 The Secretariat submitted papers at PIRG and other regional air navigation related meetings during 2013 and 2014 to keep States informed of the development of the new ANP template. States expressed their support for the effort.

3.2.1 Format and Table of Contents of the eANP

3.2.2 ANP data related to air navigation facilities and services can be classified as stable, dynamic or flexible. In this regard, it was agreed that the new eANP should be composed of three volumes:

- a) Volume I should contain stable plan elements, the amendment of which require approval by the Council, related to:

- 1) assignment of responsibilities;
- 2) mandatory requirements subject to regional agreement; and/or
- 3) additional requirements specific to the region which are not covered in SARPs.

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

flight information regions (FIR) boundaries (table and charts), search and rescue regions (SRR) boundaries (table and charts), volcanic ash advisory centres (VAAC), tropical cyclone advisory centres (TCAC), volcano observatories (VO).

- b) Volume II should contain dynamic plan elements, the amendment of which does not require approval by the Council (approval is by regional agreement involving the relevant PIRG), related to:

- 1) assignment of responsibilities;
- 2) mandatory requirements subject to regional agreement; and/or
- 3) 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 network; meteorological watch offices (MWO); secondary surveillance radar (SSR) codes; five-letter name-codes; VOLMET broadcasts.

- c) Volume III should contain dynamic/flexible plan elements providing implementation planning guidance for air navigation systems and their modernization taking into consideration emerging programmes such as the ASBUs and associated technology roadmaps described in the GANP. It is not intended that all ASBU Modules are required to be applied in every State, sub-region and/or region. The ANP Volume III would also include appropriate additional guidance, particularly with regard to implementation, to complement the material contained in the ANP Volumes I and II. The amendment of Volume III would not require approval by the Council nor regional agreement (Part I is under responsibility of the Secretariat and approval of Part II is under the responsibility of the relevant PIRG).

3.3 Description of the contents of the eANP

3.3.1 The general structure of the technical parts of Volumes I and II (AOP, CNS, ATM, MET, SAR and AIM) would consist of:

- a) introduction;
- b) general regional requirements; and
- c) specific regional requirements.

3.3.2 It is to be noted that the Section “General Regional Requirements” would be harmonized for all regions. Accordingly, an amendment of the provisions (text and table templates) in “General Regional Requirements” would lead to amendment of the eANP of all regions.

3.3.3 It is highlighted that, the Statement of Basic Operational Requirements and Planning Criteria (BORPC) is not included in the new eANP, as with the revised GANP, because it repeated information published in other ICAO publications and was considered duplication as well as obsolete. The BORPC was replaced with the “General” and “Specific” requirements in Volumes I and II that include the relevant planning principles of BORPC to be retained in the ANP. With regard to the table/database on ATS Routes, it was agreed that the PIRGs would decide on the need for a table/database and/or Chart on ATS Routes for their regions and on the associated mechanisms for maintaining this table/database under Specific Regional Requirements of Part IV – ATM of Volume II.

3.3.4 The information contained in Volume III would be related to implementation monitoring, planning and/or guidance. The structure of Volume III would be kept simple, consisting of:

- a) Part 0 – Introduction;
- b) Part I – General Planning Aspects (GEN); and
- c) Part II – Air Navigation System Implementation.

3.3.5 A table for inclusion in Part I of Volume III to define a minimum set of implementation indicator(s), based on the SMART criteria (specific, measurable, achievable, relevant and time bound), for each of the 18 ASBU Block 0 modules and to include other information as deemed necessary, for use in all regions. The details related to the regional monitoring of the ASBU modules, including the design of supporting enablers (tables/databases) would be left to the PIRGs.

3.3.6 Procedure for amendment of the eANP

3.3.7 A revised procedure for amendment of the eANP using a web-based platform is proposed. It is to be noted that the current Council-approved procedure for amendment of the Basic ANP (with minor changes) would be applicable to the new Volume I (approval by Council) and the current amendment procedure of the FASID (with minor changes) would be applicable to Volume II (approval by regional agreement involving the relevant PIRG). The management and amendment of Parts 0 and I of Volume III should go through a Secretariat inter-regional coordination mechanism and Part II would require approval under the responsibility of the relevant PIRG. The procedure for amendment for Volumes I, II and III is included in Appendix A to Volume I. (Appendix A to this information paper refers).

3.3.8 It is highlighted that the approval of the ANP template by Council includes the new procedure of amendment of the eANP. The approval of the eANP for each region, based on the approved ANP template, would be accomplished with the transfer of the corresponding information from current volumes Basic and FASID to the new volumes I and II in accordance with the procedure for amendment.

3.4 Development of the eANP on a web-based platform

3.4.1 In view of the agreed format of the eANP, it is considered that the current ANP application under SPACE (iSTARS 2.0 website) could be used as the basis for the development of the eANP web-based platform with some improvements.

3.4.2 Focal points designated by States and international organizations would be given access to the ANP web-based platform to develop and submit proposals for amendments (PfAs) to the ANP of each region concerned as per corresponding procedures for amendment and the public would be given read-only access to the ANPs.

3.4.3 The access to the eANP through the web-based platform would facilitate the consultation of the ANPs of all regions, thus providing a global view of air navigation planning. The new approach in Volumes II and III of the eANP would allow significant flexibility to States to plan while increasing the possibility to enhance coordination, particularly for States in the interface area with adjacent regions.

3.5 Review of ICAO Documentation referring to Regional ANP.

3.5.1 With the approval of the new ANP template, consequential amendments are required to existing ICAO documentation referring to regional ANPs to ensure harmonization.

3.6 Action plan for further development/approval of the eANP

3.6.1 With the approval by the Council of the new ANP Template, the development/approval of the eANP would be in accordance with the following action plan:

ANP volume	eANP activity/task	Responsible	Completion Date
Vol I, II & III	Population of eANP with existing data completed	Regional Offices	September 2014
Vol I, II & III	Agreement on the content of the eANP	PIRGs/States	Mid 2015
Vol I	Approval of Volume I of eANPs by the Council	Regional Offices/ANB	End 2015
Vol II	Approval of Volume II of eANPs by regional agreement involving the relevant PIRG	Regional Offices/PIRGs/ANB	End 2015
Vol III	Development and approval of Part II of Volume III by PIRG. Inclusion of Volume III on web-based platform.	Regional Offices/PIRGs/ANB	End 2015
Consequential amendments	Amendments to existing ICAO documentation related to ANPs to ensure harmonization, including the Regional Office Manual, and review of the applicability of the Uniform methodology for the identification, assessment and reporting of air navigation deficiencies to the new ANP	ANB	Mid 2015

4. **Conclusion**

4.1 The Air Navigation Commission reviewed on 14 May 2014 (196th session) the draft report to Council with the new eANP template and amendment procedures and the action plan for its electronic availability. With corresponding changes to the draft report, the ANC agreed that the proposed eANP template and procedure for amendment be presented to the Council for its approval.

4.2 The Council approved the new eANP template (Volumes I, II and III) and corresponding procedure for amendment with some changes to those applicable to Volume I, on 18 June 2014 (202nd session, Fourth meeting). Appendices A, B, and C of this paper refer.

4.1 The meeting is invited to note the information related to the review by the ANC and the approval by the Council of the new regional ANP template (Volumes I, II and III), its procedure for amendment and the action plan for its electronic availability and maintenance online.

— END —

Appendices A to C
Provided in separate files

APPENDIX A

(NAME) AIR NAVIGATION PLAN

VOLUME I

(*NAME*) AIR NAVIGATION PLAN

VOLUME I

TABLE OF CONTENTS

PART 0 — Introduction	
Appendix A — Procedure for the Amendment of Regional Air Navigation Plans	
PART I — General Planning Aspects (GEN)	
Table GEN I-1 — List of Flight Information Regions (FIR)/Upper Information Regions (UIR) in the Region	
PART II — Aerodromes / Aerodrome Operations (AOP)	
General Regional Requirements	
Table AOP I-1 — International aerodromes required in the Region	
Specific Regional Requirements	
PART III — Communications, Navigation and Surveillance (CNS)	
General Regional Requirements	
Specific Regional Requirements	
PART IV — Air Traffic Management (ATM)	
General Regional Requirements	
Table ATM I-1 — Flight Information Regions (FIR)/Upper Flight Information Regions (UIR) of the Region	
Chart ATM I-1 — Flight Information Regions (FIR) of the Region	
Chart ATM I-2 — Upper Flight Information Regions (UIR) of the Region	
Specific Regional Requirements	
PART V — Meteorology (MET)	
General Regional Requirements	
Table MET I-1 — State Volcano Observatories	
Specific Regional Requirements	
PART VI — Search and Rescue Services (SAR)	
General Regional Requirements	
Table SAR I-1 — Search and Rescue Regions (SRR) of the Region	
Chart SAR I-1 — Search and Rescue Regions	
Specific Regional Requirements	
PART VII — Aeronautical Information Management (AIM)	
General Regional Requirements	
Specific Regional Requirements	

(NAME) ANP, VOLUME I
PART 0 – INTRODUCTION

1. GENERAL

1.1 On [18 June 2014], the ICAO Council decided that the regional air navigation plans (ANPs) should be published in three volumes.

1.2 ANP Volume I contains stable plan elements whose amendment necessitates approval by the Council such as the assignment of responsibilities to States for the provision of aerodrome and air navigation facilities and services in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300); and the current to medium term mandatory regional requirements related to aerodrome and air navigation facilities and services to be implemented by States in accordance with regional air navigation agreements and requirements specific to the region which are not covered in the ICAO Standards and Recommended Practices (SARPs) and Procedures for Air Navigation Services (PANS). The material to be included in Volume I should minimise the requirement for frequent amendment. The following is a non-exhaustive list of such elements:

- Flight Information Regions (FIR) boundaries (Table and Charts);
- Search and Rescue Regions (SRR) boundaries (Table and Charts);
- Volcanic Ash Advisory Centres (VAAC);
- Tropical Cyclone Advisory Centres (TCAC); and
- Volcano Observatories (VO).

1.3 ANP Volume II contains dynamic plan elements material related to the assignment of responsibilities to States for the provision of aerodrome and air navigation facilities and services and the current to medium term mandatory regional requirements related to aerodrome and air navigation facilities and services to be implemented by States in accordance with regional air navigation agreements involving the relevant PIRG. The amendment of these elements does not require approval by the Council. The following is a non-exhaustive list of such elements:

- Major traffic flows;
- ATS route network;
- Meteorological Watch Offices (MWO);
- Secondary Surveillance Radar (SSR) codes;
- Five-letter name-codes; and
- VOLMET Broadcasts.

1.4 ANP Volume III contains dynamic/flexible plan elements providing implementation planning guidance for air navigation systems and their modernization taking into consideration emerging programmes such as the ICAO Aviation System Block Upgrades (ASBUs) and associated technology roadmaps described in the *Global Air Navigation Plan* (GANP) (Doc 9750). The ANP Volume III would also include appropriate additional guidance, particularly with regard to implementation, to complement the material contained in the ANP Volumes I and II. The amendment of Volume III would not require approval by the Council (approval of Part II is under the responsibility of the relevant PIRG).

Note 1: The ANP does not list all facilities in the region(s) but only those required for international civil aviation operations. Documents from the Integrated Aeronautical Information Package and other States publications should be consulted for information on additional facilities and for operational information in general.

Note 2: The general structure of the regional plans for the parts which concern an air navigation field in Volumes I and II consists of an “Introduction”, “General Regional Requirements” and “Specific Regional Requirements”. Only Tables shown under “General Regional Requirements” are harmonized for all Regions. Should a Region require a Table for a specific field, this should be reflected under “Specific Regional Requirements” of the subject concerned. The naming convention for such tables

consists of the technical field concerned (AOP, CNS, ATM, MET, SAR and AIM), the ANP Volume number (I or II), the Region (APAC, AFI, CAR/SAM, EUR, MID, NAM and NAT) and the consecutive number of the table. Examples are as follows: Table ATM I-EUR-1, Table CNS II-MID-1 or Table MET I-AFI-2.

1.5 Guidance material on the detail of programmes or concepts should be contained in supplementary material referenced appropriately or adopted as (NAME) Documents.

2. RELATIONSHIP BETWEEN THE GLOBAL AND REGIONAL AIR NAVIGATION PLANS

2.1 The ANPs represent the bridge between, on one side, the global provisions in the ICAO SARPs and the GANP, and on the other side, the States' air navigation plans and implementation status.

2.2 The GANP represents a rolling, 15-year strategic methodology which leverages existing technologies and anticipates future developments based on State/industry-agreed operational objectives. The GANP is an overarching framework that includes key aviation policy principles to assist ICAO Regions, sub-regions and States with the preparation of their regional and State air navigation plans and to support the establishment of air navigation priorities.

3. OBJECTIVE AND PURPOSE OF REGIONAL AIR NAVIGATION PLANS

3.1 The ANPs provide for the planning and implementation of air navigation systems within a specified area, in accordance with the agreed global and regional planning framework. They are developed to meet those needs of specific areas not covered in the worldwide provisions. The development and maintenance of the ANPs is undertaken by ICAO PIRGs with the assistance of the ICAO Secretariat.

3.2 The ANPs are 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).

3.3 The ANPs contain requirements related to the facilities and services to be implemented by States in accordance with regional air navigation agreements. The procedural parts of ANPs are published in the *ICAO Regional Supplementary Procedures* (SUPPs) (Doc 7030).

3.4 The ANPs contain provisions that States can follow in the planning of aerodrome and air navigation facilities and services activities, 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.

3.5 The ANPs 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).

3.6 The ANPs support the performance-based approach to planning adopted by ICAO to measure the efforts made by States in implementing the agreed requirements.

4. MANAGEMENT AND AMENDMENT OF REGIONAL AIR NAVIGATION PLANS

4.1 The elements of the existing planning system and the planning principles, operational requirements and planning criteria as developed for the (NAME) Region(s) are kept under constant review by the (name of PIRG) in accordance with its schedule of meetings, in consultation with provider and user States and with the assistance of the ICAO Regional Office(s) concerned.

4.2 The detailed amendment procedure of the three ANP Volumes is described in paragraph 5 below.

5. PROCEDURE FOR THE AMENDMENT OF REGIONAL AIR NAVIGATION PLANS

5.1 The procedure for the amendment of regional air navigation plans in three Volumes as approved by the Council is shown in **Appendix A**.

6. ABBREVIATIONS

6.1 The abbreviations used in this document are contained in the *Procedures for Air Navigation Services — ICAO Abbreviations and Codes (PANS-ABC)* (Doc 8400), with the exception of those used in the explanations of any tables appearing herein, which also give their meaning.

7. ESTABLISHMENT AND PROVISION OF A MULTINATIONAL ICAO AIR NAVIGATION FACILITY/SERVICE (If applicable)

7.1 The operation of multinational air navigation services is well established within the (NAME) Region(s). The *ICAO Manual on Air Navigation Services Economics* (Doc 9161) details the ICAO policies on charges for air navigation services and provides additional information on the various models adopted globally. The introduction of multinational air navigation services does not dilute the principle that a State has the responsibility of overseeing the provision of air navigation services and that it shall maintain that responsibility within its sovereign airspace as well as within the airspace over the high seas for which it has accepted the responsibility for the provision of services. Where there is no intention to change or modify the FIR boundaries nor the facilities and services currently listed in the ANP there is not a requirement to amend the ANP. However, should changes to the FIR boundaries or to the facilities and services provided be required, such changes are likely to be subject to the ANP amendment procedure and should therefore be examined on a case-by-case basis. Advice on this issue can be obtained from the ICAO Regional Office(s). Any multinational arrangements for the provision of air navigation services should be registered with ICAO (Article 83 of the Convention (Doc 7300) and *Rules for Registration with ICAO of Aeronautical Agreements and Arrangements* (Doc 6685)).

APPENDIX A - PROCEDURE FOR THE AMENDMENT OF REGIONAL AIR NAVIGATION PLANS

(Approved by Council on 18 June 2014)

1. Introduction

1.1. The procedure outlined below has been evolved to provide a means of maintaining the regional air navigation plans using an ANP web based platform.

2. General criteria

2.1. The Assembly has resolved that regional plans should be revised when it becomes apparent that they are no longer consistent with current and foreseen requirements of international civil aviation and that, when the nature of a required change permits, the associated amendment of the regional plan should be undertaken by correspondence between the Organization and the States and international organizations concerned.

2.2. When a State cannot immediately implement a particular part or a specific detail of a regional plan although it intends to do so, when practicable, this in itself should not lead to the State proposing an amendment to the plan.

2.3. The general structure of the regional plans for the parts which concern an air navigation field in Volumes I and II consists of an “Introduction”, “General Regional Requirements” and “Specific Regional Requirements”. As the section “General Regional Requirements” is harmonized for all regions, an amendment of the provisions (text) in “General Regional Requirements” will lead to amendment of Volumes I and II of the regional plans of all regions.

2.4. The amendment process of Volume III is under the responsibility of the relevant Planning and Implementation Regional Group (PIRG). The Parts 0 (Introduction) and I (General Planning Aspects) of Volume III are harmonized for all regions and the amendment of these parts should be made following inter-regional coordination.

3. User rights

3.1. Access to the ANP web based platform to develop and submit amendment proposals to the regional plan and to comment on an officially issued amendment proposal should be provided through controlled access by the State’s or international organization’s designated Focal Points. The State or international organization should officially inform their respective Regional Office of the registration of their designated Focal Points.

4. States and international organizations to be consulted

4.1. The Secretary General, through the relevant Regional Office, will determine the States and international organizations to be consulted on the amendment proposal. These will generally only include the provider and user States and international organizations that have a direct and obvious interest in the amendment in question.

PART A — AIR NAVIGATION PLANS, VOLUME I

5. Procedure for amendment of Volume I

5.1. If, in the light of the above general criteria, any State (or group of States) of a region wishes to effect a change in the approved air navigation plan for that region, it should propose to the Secretary General, through the Regional Office accredited to that State, an appropriate amendment to the plan, adequately documented; the proposal should include the facts that lead the State (or group of States) to the conclusion that the amendment is necessary. Such amendments may include additions, modifications or deletions. (This procedure does not preclude a State having previous consultation with other States before submitting an amendment proposal to the Regional Office.) This proposed amendment should be submitted via the web based tool and/or by correspondence to the Regional Office.

5.2. Upon studying the proposal, if the Secretary General considers that the proposed amendment requires further coordination through the relevant Planning and Implementation Regional Group (PIRG), the proposal will be presented, adequately documented, to the PIRG. The views of the PIRG will be coordinated with the originating State and the proposed amendment will be uploaded via the ANP web based platform for processing proposals for amendment for approval by the Council.

5.3. If the proposal concerns an amendment of the provisions (text) in “General Regional Requirements”, the Secretary General will coordinate and circulate, through all Regional Offices, an amendment of all the regional plans.

5.4. If the Secretary General considers that the proposed amendment conflicts with established ICAO policy, or that it raises questions which the Secretary General considers should be brought to the attention of the Air Navigation Commission, the proposal will be presented, adequately documented, to the Commission. In such cases, the Commission will decide the action to be taken on the proposal.

5.5. The Secretary General, through the Regional Office, will circulate the proposal, adequately documented, with a request for comments to all provider and user States of the region considered affected as well as to user States outside the region and international organizations which may be invited to attend suitable ICAO meetings and which may be concerned with the proposal. The States and international organizations concerned should either send their comments/agreement/objection via the ANP web based platform and/or by correspondence to the Regional Office. Any comment or objection should be adequately supported by reasons for the comment or objection.

5.6. If, in reply to the Secretary General's inquiry, no objection is raised to the proposal by a specified date, the proposal should be submitted to the President of the Council, who is authorized to approve the amendment on behalf of the Council. The approved amendment should be incorporated into Volume I of the regional plan.

5.7. If, in reply to the Secretary General's inquiry, any objection is raised, and if objection remains after further consultation, the matter will be documented for discussion by the respective planning and implementation regional group (PIRG) and, ultimately for formal consideration by the Air Navigation Commission, if it remains unresolved. If the Commission concludes that the amendment is acceptable in its original or other form, it will present appropriate recommendations to the Council.

5.8. Proposals for the amendment of Volume I of the regional plan submitted by international organizations directly concerned with the operation of aircraft, which may be invited to attend suitable ICAO meetings and which attended the meeting(s) where the relevant regional plan is managed, will be dealt with in the same manner as those received from States, except that, before circulating a proposal to States and selected international organizations, the Secretary General will ascertain whether it has adequate support from the State or States whose facilities will be affected. If such support is not forthcoming, the proposal will be presented to the Commission, and the Commission will decide on the action to be taken on the proposal.

5.9. Proposals for the amendment of Volume I of the regional plan may also be initiated by the Secretary General, through the Regional Office accredited to that State, provided that the State or States whose facilities will be affected have expressed their concurrence with the proposal.

5.10. Amendments to Volume I of the regional plan which have been approved in accordance with the above procedure will be published in the ANP web based platform at convenient intervals.

PART B — AIR NAVIGATION PLANS, VOLUME II

6. Procedure for amendment of Volume II

6.1. Amendments of Volume II of the regional plan should be effected on the basis of an adequately documented proposal submitted by a State (or a group of States) or the relevant PIRG to the Secretary General, through the Regional Office accredited to that State. The proposal should include the facts that lead to the conclusion that the amendment is necessary. Such amendments may include additions, modifications or deletions to Volume II of the regional plan. (This procedure does not preclude a State having previous consultation with other States before submitting an amendment proposal to the Regional Office.) This proposed amendment should be submitted via the ANP web based platform and/or by correspondence to the Regional Office.

6.2. If the proposal concerns an amendment of the provisions (text) in “General Regional Requirements”, the Secretary General will coordinate and circulate, through all Regional Offices, an amendment of all the regional plans.

6.3. The ICAO Regional Office will circulate the proposal, adequately documented, with a request for comments to all provider and user States of the region considered affected as well as to user States outside the region and international organizations which may be invited to attend suitable ICAO meetings and which may be concerned with the proposal. The States and international organizations concerned should either send their comments/agreement/objection via the ANP web based platform and/or by correspondence to the Regional Office. Any comment or objection should be adequately supported by reasons for the comment or objection.

6.4. If, in reply to the ICAO Regional Office’s inquiry, no objection is raised to the proposal by a specified date, it will be deemed that a regional agreement (involving the relevant PIRG) on the subject has been reached and the proposed amendment should be incorporated into Volume II of the regional plan.

6.5. If, in reply to the ICAO Regional Office’s inquiry, any objection is raised, and if objection remains after further consultation, the matter will be documented for discussion by the respective planning and implementation regional group (PIRG) and, ultimately for formal consideration by the Air Navigation Commission, if it remains unresolved. If the Commission concludes that the amendment is acceptable in its original or other form, it will present appropriate recommendations to the Council.

6.6. Proposals for the amendment of Volume II of the regional plan submitted by international organizations directly concerned with the operation of aircraft, which may be invited to attend suitable ICAO meetings, where the relevant regional plan is managed, will be dealt with in the same manner as those received from States, except that, before circulating a proposal to States and selected international organizations, the Secretary General will ascertain whether the proposal has adequate support from the State or States whose facilities or services will be affected. If such support is not forthcoming, the proposal will not be pursued.

6.7. Proposals for the amendment of Volume II of the regional plan may also be initiated by the Secretary General, through the Regional Office accredited to that State, provided that the State or States whose facilities or services will be affected have expressed their concurrence with the proposal.

6.8. Amendments to Volume II of the regional plan which have been approved in accordance with the above procedure will be published in the ANP web based platform at convenient intervals.

PART C — AIR NAVIGATION PLANS, VOLUME III**7. Procedure for amendment of Volume III**

7.1. Amendments of Volume III of the regional plan are under the responsibility of the relevant Planning and Implementation Regional Group (PIRG) and not subject to a formal application of the procedure for amendment of the ANP described in Parts A and B above. However, the amendment of the provisions of Part 0 - “Introduction” and Part I - “General Planning Aspects” needs special coordination, as specified in 7.4 below. Since these two Parts are harmonized for all regions, an amendment of the provisions contained there-in will lead to amendment of Parts 0 and I of Volume III of the regional plans of all regions.

7.2. Amendments of Volume III of the regional plan should be effected on the basis of an adequately documented proposal submitted to the ICAO Regional Office concerned by:

- a State (or a group of States); or
- the relevant Planning and Implementation Regional Group (PIRG) of the region(s); or
- the ICAO Secretariat; or
- international organisations directly concerned with the operation of aircraft, which may be invited to attend suitable ICAO meetings and/or which attended the meeting(s) where the relevant Volume III amendments were agreed.

7.3. This procedure does not preclude a State (or group of States) having previous consultation with other States before submitting an amendment proposal to the Regional Office. Such amendments may include additions, modifications or deletions to Volume III of the regional plan. In addition, the facts that led to the conclusion that the amendment should be included.

7.4. If the proposal concerns an amendment of the provisions in Part 0 - “Introduction” or Part I - “General Planning Aspects”, the ICAO Regional Office concerned will submit the proposal to ICAO Headquarters (Air Navigation Bureau) for coordination with all ICAO Regional Offices. The views of the ICAO Regional Offices will be taken into consideration in the consolidation/approval of the amendment by the ANB. The approved amendment will be published in Volume III of all regional plans at convenient intervals.

7.5. The mechanism for the amendment of Part II of Volume III of the regional plan should be developed, agreed by the relevant PIRG and reflected in the corresponding PIRG Handbook.

(NAME) ANP, VOLUME I**PART I – GENERAL PLANNING ASPECTS (GEN)****1. GEOGRAPHICAL SCOPE**

1.1 The (NAME) ANP is related to the ICAO (NAME) air navigation region(s). The ANP may call for the provision of basic facilities and services beyond the charted boundaries of a region where such facilities and services are necessary to meet the requirements of international air navigation within that region.

1.2 A number of States within the ICAO (NAME) Region(s) are members of one or more sub-regional groupings which have development plans to improve air navigation services; such plans contribute to the regional implementation of the ICAO *Global Air Navigation Plan* (GANP) (Doc 9750). Regional subgroups include the:

- (include appropriate regional subgroups names if applicable)
- Note: Diagram or list of regional sub groupings to be inserted in the Volume II or database. (If applicable)

2. FLIGHT INFORMATION REGIONS

2.1 Table GEN I-1 shows the current Flight Information Regions (FIR)/Upper Information Regions (UIR) which are part of the ICAO (NAME) Region(s). More details of the FIRs and UIRs within the (NAME) air navigation region(s) are contained in Table ATM I-1 and Charts ATM I-1 and ATM I-2.

3. STATES' RESPONSIBILITIES

3.1 Each Contracting State is responsible for the provision of facilities and services in its territory under Article 28 of the Convention as well as within the airspace over the high seas for which it has accepted the responsibility for the provision of services. The Council has recommended that these facilities and services include those specified in the ANPs.

3.2 The inclusion of the basic facilities and services provided by non-Contracting States and territories in regional ANPs is simply recognition that they are needed by or likely to affect international civil aircraft operations of Contracting States or the facilities and services of these States.

Note. — Non-Contracting States in the (NAME) region are: (include names as applicable)

4. (NAME) REGIONAL PLANNING

4.1 The regional planning and implementation process is the principal engine of ICAO's planning framework. It is here that the top-down approach comprising global guidance and regional harmonization measures converges with the bottom-up approach constituted by national planning by States.

4.2 PERFORMANCE BASED APPROACH**4.2.1 Global Approach**

4.2.1.1 In an effort to assist planners in weighing outcomes and making appropriate decisions, the *Manual on Global Performance of the Air Navigation System* (Doc 9883) has been developed. In this respect ICAO has defined 11 Key Performance Areas (KPA), one for each of the *Global ATM Operational Concept* (Doc 9854) expectations outlined below.

4.2.1.2 These general expectations are relative to the effective operation of the ATM system. The ICAO planning objective is to achieve a performance based global air traffic management (ATM) system through the implementation of air navigation systems and procedures in a safe, progressive, cost-effective and cooperative manner.

5. RELATIONSHIP BETWEEN GLOBAL, REGIONAL AND NATIONAL PLANNING

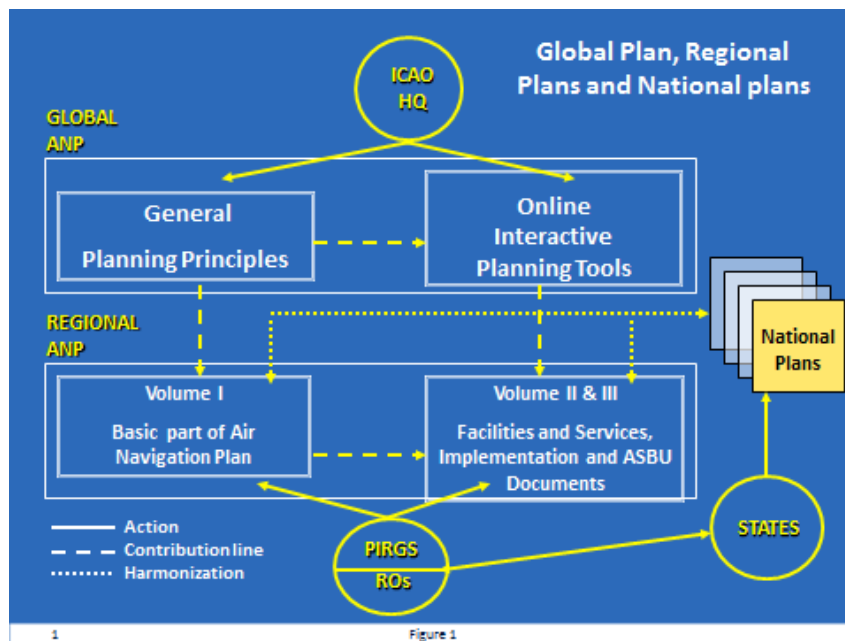


Figure 1. Relationship between global, regional and national plans.

5.1 Planning takes place at global, regional and national levels. Planning is accomplished with the help of planning tools and methodologies that are used primarily at the regional and national levels, conditioned by guidance from the global level. The basis for effective planning is the GANP (Doc 9750), which should guide the development of regional and national implementation plans that will support system architectures.

6. HUMAN RESOURCE PLANNING

6.1 Human resource planning can be considered “the systematic and continuing process of analysing an organisation’s human resource needs under changing conditions and developing personnel policies appropriate to the longer-term effectiveness of the organisation. It is an integral part of corporate planning and budgeting procedures since human resource costs and forecasts both affect and are affected by longer-term corporate plans.”¹

6.2 Estimating current and future requirements for civil aviation personnel and training capacity is essential for human resource planning, institutional capacity building, and related funding and policy measures. Such planning will need to take into account the interdependencies for supply and demand of qualified personnel at national, regional and global levels.

6.3 Human Performance

6.3.1 The high level of automation and interdependencies across aviation disciplines will only increase with evolving air navigation systems. To maximise potential safety and efficiency benefits that these offer, the development of human-driven, rather than engineering-driven interfaces is required, making it easier for the human operator to make sound decisions and take correct actions. Similarly, as part of a safety management systems approach, procedures need to be identified for the use of current and new

¹ Defined by the UK Institute of Personnel and Development

technologies that take into account human capabilities and manage the risk associated with human limitations.

6.3.2 States should:

- a) Identify a certification process that requires at the design stage:
 - i) recognition of the potential human performance issues that the proposed new technology attempts to address; and
 - ii) consideration of the potential human performance issues, including changes in roles and the effects on individual and team behaviours, that may be introduced by the proposed new technology.
- b) Identify processes for the implementation of new technologies, systems and procedures that describes the means by which human performance considerations can be addressed within operational contexts.
- c) Consider the management of human performance-related risks as a necessary and essential aspect of the oversight of safety management systems.
- d) Ensure that their technical personnel have exposure to training in human factors.

6.4 Training

6.4.1 A major goal of CNS/ATM systems is to create a seamless air navigation system. A seamless air navigation environment will require adequately qualified personnel prepared to perform their jobs in an evolving environment. At the same time, shortcomings in human resource planning and training are frequently mentioned as one of the reasons for the lack of implementation of regional ANPs. Human resource development challenges will be compounded during the transition period to CNS/ATM systems. As the existing and emerging air navigation technologies will co-exist in parallel for a period of time, civil aviation personnel will need to learn new skills, whilst retaining those needed to operate and maintain existing systems. To meet this challenge, a cooperative approach should be used in civil aviation training within the region. This approach should:

- a) ensure that the training needs for the region are identified, documented and kept up to date;
- b) facilitate the access to specialized types of training needed within the region or sub-regions that individual States cannot justify based on their national training needs alone;
- c) ensure that a balanced market exists to support the development and on-going implementation of high-quality training in one or more training centres within the region or sub-regions;
- d) endeavour to distribute equitably regional training activities among the training centres established within the region or sub-regions.
- e) take advantage of readily available training materials including those available through the TRAINAIR Plus sharing system.

6.4.2 Appropriate bodies should be established to facilitate regional and sub-regional training planning. A quantitative approach should be used to determine the training capabilities needed within a region or sub-region. Decisions concerning required training capabilities should be based on an aggregate of training needs for existing air navigation technologies, as well as emerging technologies. A State consultation process should be used to formulate a plan for the establishment of specific regional training centres.

6.5 Training of technical personnel

6.5.1 States should develop and implement comprehensive training programmes and periodic training plans for all technical staff, including initial, on-the-job, recurrent and specialized training.

7. SAFETY CONSIDERATIONS

7.1 Safety fundamentally contributes to the sustainable growth of a sound and economically viable civil aviation system that continues to foster economic prosperity and social development. With air traffic projected to double in the next 15 years, safety risks must be addressed proactively to ensure that this significant capacity expansion is carefully managed and supported through strategic regulatory and infrastructure developments. It is imperative therefore that States and regions remain focused on their safety priorities as they continue to encourage expansion of their air transport sectors.

7.2 Acceptable safety levels are related to the establishment of State safety programmes (SSPs) that are able to anticipate and effectively respond to safety-related occurrences, resulting in continual improvements to an already low global accident rate. The *Global Aviation Safety Plan* (GASP) specifically establishes targeted safety objectives and initiatives that support SSP implementation while ensuring the efficient and effective coordination of complementary safety activities between all stakeholders.

7.3 PIRGs should harmonize activities undertaken to address aviation safety issues on a regional basis with the Regional Aviation Safety Groups (RASGs). In addition, PIRGs should coordinate relevant safety matters with RASGs to ensure consistency and avoid overlap.

7.4 PIRGs should ensure that air navigation services development programmes are consistent with the GASP safety objectives and initiatives. States are responsible for the prompt elimination of their air navigation deficiencies. Detailed information on the process of identifying and managing air navigation deficiencies is contained in the (**name of PIRG**) Handbook.

7.5 Adherence to the ICAO SARPs will significantly contribute to aviation safety. States should therefore ensure that they have the necessary regulatory framework in place to reinforce the adoption of the ICAO SARPs within their national regulations. States should also ensure that any differences to the ICAO SARPs have been assessed in respect of safety and are notified in accordance with ICAO requirements.

7.6 Unsatisfactory Conditions Reporting

7.6.1 States should act on any serious problems encountered due to the lack of implementation or prolonged unavailability of air navigation facilities or services required by the ANPs as reported by users of air navigation facilities and services.

8. ENVIRONMENT CONSIDERATIONS

8.1 It is an ICAO Strategic Objective to minimize the adverse effects of global civil aviation on the environment. PIRGs should ensure that environmental factors are taken into consideration when performance based systems implementation plans are developed and may wish to coordinate their plans with the State Action Plans on CO₂ Emissions Reduction. The results of environmental analysis can be useful in providing national decision-makers within the various sub-regions with information upon which to base airspace architecture decisions and in providing information on what the aviation industry is doing now to protect the environment in the future. Tools such as the ICAO Fuel Savings Estimation Tool (IFSET) are available from the ICAO public website to help quantify the environmental benefits from operational improvements. Environmental considerations should, however, not compromise acceptable levels of safety and be balanced against operational and economic considerations.

9. AIR TRAFFIC FORECASTS

9.1 Regional traffic forecasting supports the regional air navigation system planning. All States generally prepare individual forecasts, taking account of the regional information, for national planning purposes. A uniform strategy has been adopted by ICAO for the purpose of preparing traffic forecasts and other planning parameters in support of the regional planning process. This information should be shared through at least the sub-regional groupings to enable effective regional planning development.

10. CONTINGENCY PLANNING

10.1 Contingency plans may constitute a temporary deviation from the approved ANPs; such deviations are approved, as necessary, by the President of the ICAO Council on behalf of the Council.

10.2 The effects of disruption of services in particular portions of airspace are likely to affect significantly the services in adjacent airspace. States should co-ordinate with neighbouring States in the development and implementation of contingency plans, which in some cases may be developed on a sub-regional basis.

10.3 ICAO will initiate and coordinate appropriate contingency action in the event of disruption of air traffic services and related supporting services affecting international civil aviation operations provided by a State in the event that the authorities cannot adequately discharge their responsibility for the provision of such services to ensure the safety of international civil aviation operations. In such circumstances, ICAO will work in coordination with States responsible for airspace adjacent to that affected by the disruption and in close consultation with international organizations concerned.

10.4 Regional contingency plans will be developed, approved and maintained by (*name of PIRG*) with the support of ICAO and other organizations.

10.5 States should prepare their contingency plans in advance and ensure their availability or accessibility to the ICAO Regional Office. The plans should be reviewed at regular intervals and updated as required.

TABLE GEN I-1 - FLIGHT INFORMATION REGIONS (FIR)/UPPER INFORMATION REGIONS (UIR) OF THE ICAO (*NAME*) REGION(S)
EXPLANATION OF TABLE

Column		
1	State	Name of State
2	FIR/UIR	Name of FIR/UIR

STATE	FIR/UIR
1	2

(NAME) ANP, VOLUME I**PART II – AERODROMES / AERODROME OPERATIONS (AOP)****1. INTRODUCTION**

1.1 This part of the (NAME) ANP constitutes the agreed regional requirements considered to be the minimum necessary for effective planning and implementation of aerodromes operations (AOP) facilities and services in the (NAME) Region(s) and complements the provisions of ICAO SARPs and PANS related to AOP. It contains stable plan elements related to the assignment of responsibilities to States for the provision of aerodrome facilities and services within the Region(s) in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300) and mandatory requirements related to the AOP facilities and services to be implemented by States in accordance with regional air navigation agreements.

1.2 The dynamic plan elements related to the assignment of responsibilities to States for the provision of the aerodrome facilities and services including the mandatory requirements based on regional air navigation agreements related to the AOP are contained in the (NAME) ANP Volume II Part II - AOP.

1.3 The (NAME) ANP Volume III contains dynamic/flexible plan elements related to the implementation of air navigation systems and their modernization in line with the ICAO Aviation System Block Upgrades (ASBUs) methodology and associated technology roadmaps described in the Global Air Navigation Plan. The ASBU modules are aimed at increasing capacity and improving efficiency of the aviation system whilst maintaining or enhancing safety level, and achieving the necessary harmonization and interoperability at regional and global level. This includes the regionally agreed ASBU modules applicable to the specified ICAO region/sub-region and associated elements/enablers necessary for the monitoring of the status of implementation of these ASBU modules.

Standards and Recommended Practices and Procedures for Air Navigation Services

1.4 The SARPs and PANS and associated guidance material applicable to the provision of AOP are contained in:

- a) Annex 14 — *Aerodromes*, Volumes I and II;
- b) *Procedures for Air Navigation Services – Aerodromes* (PANS-Aerodromes) (Doc 9981) (*pending final approval*);
- c) *Airport Planning Manual* (Doc 9184);
- d) *Aerodrome Design Manual* (Doc 9157);
- e) *Airport Services Manual* (Doc 9137);
- f) *Manual on Certification of Aerodromes* (Doc 9774);
- g) *Assessment, Measurement and Reporting of Runway Surface Conditions* (Cir 329);
- h) *Operation of New Larger Aeroplanes at existing aerodromes* (Cir 305);
- i) *Advanced Surface Movement Guidance and Control Systems (A-SMGCS) Manual* (Doc 9830);
- j) *Manual of Surface Movement Guidance and Control Systems (SMGCS)* (Doc 9476);
- k) *Heliport Manual* (Doc 9261);

- l) *Manual on the prevention of runway incursions* (Doc 9870);
- m) *Stolport Manual* (Doc 9150);
- n) *ICAO Bird Strike Information System Manual* (Doc 9332); and
- o) *Manual on Civil Aviation Jet Fuel Supply* (Doc 9977).

2. GENERAL REGIONAL REQUIREMENTS

2.1 Regular aerodromes and their alternates required for international commercial air transport operations should be determined through regional agreements, based on the list of international aerodromes designated by States and the needs of the international commercial flights. Consideration should also be given to the needs of international general aviation flights as identified by user requirements. The alternate aerodromes should be planned/selected, to the greatest practicable extent, from the list of existing regular aerodromes used for international aircraft operations. However, where in specific cases the designation of another aerodrome in close proximity to a regular aerodrome would result in appreciable fuel conservation or other operational advantages, this aerodrome may be designated for use as an alternate aerodrome only. Planning of alternate aerodromes should be made on the basis of the following objectives:

- a) to ensure that at least one suitable alternate is available for each international aircraft operation; and
- b) to ensure that the facilities at the designated alternate aerodrome(s) are appropriate for the alternate aircraft operations.

2.2 The list of regular and alternate aerodromes (including their designations) required in the Region(s) to serve international civil aviation operations (international scheduled air transport, non-scheduled air transport and general aviation operations) is given in **Table AOP I-1**. Each Contracting State should ensure the provision of aerodrome facilities and services at the international aerodromes under its jurisdiction.

3. SPECIFIC REGIONAL REQUIREMENTS

3.1 TBD (if necessary)

Table AOP I-1
INTERNATIONAL AERODROMES REQUIRED IN THE (NAME) REGION(S)

EXPLANATION OF THE TABLE

City/Aerodrome:	Name of the city and aerodrome, preceded by the location indicator.
Designation:	Designation of the aerodrome as: RS — international scheduled air transport, regular use; RNS — international non-scheduled air transport, regular use; AS — international scheduled air transport, alternate use; ANS — international non-scheduled air transport, alternate use.

Note 1 — when an aerodrome is needed for more than one type of use, normally only the use highest on the above list is shown.

[Example — an aerodrome required for both RS and AS use would only be shown as RS in the list.]

Note 2 — when the aerodrome is located on an island and no particular city or town is served by the aerodrome, the name of the island is included instead of the name of a city.

Table AOP I-1

Location Indicator	Name of City/Aerodrome	Designation	Location Indicator	Name of City/Aerodrome	Designation
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SAMPLE

(NAME) ANP, VOLUME I**PART III – COMMUNICATIONS, NAVIGATION AND SURVEILLANCE (CNS)****1. INTRODUCTION**

1.1 This part of the (NAME) ANP constitutes the agreed regional requirements considered to be the minimum necessary for effective planning and implementation of Communications, Navigation and Surveillance (CNS) facilities and services in the (NAME) Region(s) and complements the provisions of ICAO SARPs and PANS related to CNS. It contains stable plan elements related to the assignment of responsibilities to States for the provision of CNS facilities and services within the ICAO (NAME) region(s) in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300) and mandatory requirements related to the CNS facilities and services to be implemented by States in accordance with regional air navigation agreements.

1.2 The dynamic plan elements related to the assignment of responsibilities to States for the provision of CNS facilities and services and the mandatory requirements based on regional air navigation agreements related to CNS are contained in the (NAME) ANP Volume II, Part III – CNS.

1.3 The (NAME) ANP Volume III contains dynamic/flexible plan elements related to the implementation of air navigation systems and their modernization in line with the ICAO Aviation System Block Upgrades (ASBUs) methodology and associated technology roadmaps described in the Global Air Navigation Plan. The ASBU modules are aimed at increasing capacity and improving efficiency of the aviation system whilst maintaining or enhancing safety level, and achieving the necessary harmonization and interoperability at regional and global level. This includes the regionally agreed ASBU modules applicable to the specified ICAO region/sub-region and associated elements/enablers necessary for the monitoring of the status of implementation of these ASBU modules.

1.4 In planning for these elements, economy and efficiency should be taken into account in order to ensure that the requirements for the provision of CNS facilities and services can be kept to a minimum. CNS facilities and services should fulfil multiple functions whenever this is feasible.

Standards and Recommended Practices and Procedures for Air Navigation Services

1.5 The SARPs and PANS and related guidance material applicable to the provision of CNS are contained in:

- a) Annex 10 – *Aeronautical Telecommunications*, Volumes I, II, III, IV and V;
- b) Annex 2 – Rules of the Air;
- c) Annex 3 – Meteorological Service for international air navigation;
- d) Annex 6 – Operation of Aircraft, Parts I (Chapter 7), II (Chapter 7) and III (Chapter 5);
- e) Annex 11 – Air Traffic Services;
- f) Annex 12 – Search and Rescue;
- g) Annex 15 – Aeronautical Information Services;
- h) Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM) (Doc 4444);
- i) Regional Supplementary Procedures (Doc 7030);
- j) GNSS Manual (Doc 9849);

- k) Manual on Detailed Technical Specifications for the Aeronautical Telecommunication Network (ATN) using ISO/OSI Standards and Protocols (Doc 9880);
- l) ICAO Aeronautical Telecommunication Network (ATN) Manual for the ATN using IPS Standards and Protocols (Doc 9896);
- m) *Manual of Testing of Radio Navigation Aids* (Doc 8071);
- n) *Manual on the Planning and Engineering of the Aeronautical Fixed Telecommunications Network* (Doc 8259);
- o) *Manual on Required Communication Performance (RCP)* (Doc 9869);
- p) *Training Manual* (Doc 7192);
- q) *Performance-based Navigation Manual* (Doc 9613);
- r) *Handbook on Radio Frequency Spectrum Requirements for Civil Aviation* (Doc 9718);
- s) *ICAO Manual on the Secondary Surveillance Radar (SSR) Systems* (Doc 9684);
- t) *Manual on Airborne Surveillance Applications* (Doc 9994); and
- u) *Manual of Air Traffic Services Data Link Applications* (Doc 9694).

2. GENERAL REGIONAL REQUIREMENTS

Communications

Aeronautical Fixed Service (AFS)

2.1 The aeronautical fixed service (AFS) should satisfy the communication requirements of ATS, AIS/AIM, MET and SAR, including specific requirements in terms of system reliability, message integrity and transit times, with respect to printed as well as digital data and speech communications. If need be, it should, following agreement between individual States and aircraft operators, satisfy the requirements for airline operational control.

The Aeronautical Telecommunication Network (ATN)

2.2 The ATN of the Region(s) should have sufficient capacity to meet the minimum requirements for data communications for the services mentioned in paragraph 2.1 above.

Aeronautical Mobile Service (AMS)

2.3 Air-ground communications facilities should meet the agreed communication requirements of the air traffic services, as well as all other types of communications which are acceptable on the AMS to the extent that the latter types of communications can be accommodated.

Air-ground communications for ATS

2.4 Air-ground communications for ATS purposes should be so designed to require the least number of frequency and channel changes for aircraft in flight compatible with the provision of the required service. They should also provide for the minimum amount of coordination between ATS units and provide for optimum economy in the frequency spectrum used for this purpose.

Air-ground data link communications

2.5 Air-ground data link communications should be implemented in such a way that they are regionally and globally harmonised and make efficient use of available communication means and ensure optimum economy in frequency spectrum use and system automation.

Navigation

2.6 Planning of aeronautical radio navigation services should be done on a total system basis, taking full account of the navigation capabilities as well as cost effectiveness. The total system composed of station-referenced navigation aids, satellite-based navigation systems and airborne capabilities should meet the performance based navigation (PBN) requirements for all aircraft using the system and should form an adequate basis for the provision of positioning, guidance and air traffic services.

2.7 Account should be taken of the fact that certain aircraft may be able to meet their navigation needs by means of self-contained or satellite-based aids, thus eliminating the need for the provision of station-referenced aids along the ATS routes used by such aircraft, as well as the need to carry on board excessive redundancies.

Surveillance

2.8 Planning of aeronautical surveillance systems should be made based on a system approach concept, where collaboration and sharing of data sources should be considered in support of an efficient use of the airspace.

Frequency Management

2.9 Frequency assignment planning in the Region(s) should be carried out in accordance with the provisions of Annex 10 and *ICAO Handbook on Radio Frequency spectrum for Civil Aviation* (Doc 9718), supplemented, as necessary, by regional recommendations and technical criteria developed for this purpose.

3. SPECIFIC REGIONAL REQUIREMENTS

3.1 TBD (if necessary).

(NAME) ANP, VOLUME I**PART IV - AIR TRAFFIC MANAGEMENT (ATM)****1. INTRODUCTION**

1.1 This part of the (NAME) ANP constitutes the agreed regional requirements considered to be the minimum necessary for effective planning and implementation of air traffic management (ATM) facilities and services in the (NAME) region(s) and complements the provisions of the ICAO SARPs and PANS related to ATM. It contains stable plan elements related to the assignment of responsibilities to States for the ATM system requirements to be applied within the ICAO (NAME) region(s) in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300) and mandatory requirements related to the ATM facilities and services to be implemented by States in accordance with regional air navigation agreements.

1.2 The dynamic plan elements related to the assignment of States' responsibilities for the implementation of the ATM system and the mandatory requirements based on regional air navigation agreements related to ATM are contained in (NAME) ANP Volume II, Part IV - ATM.

1.3 The (NAME) ANP Volume III contains dynamic/flexible plan elements related to the implementation of air navigation systems and their modernization in line with the ICAO Aviation System Block Upgrades (ASBUs) methodology and associated technology roadmaps described in the Global Air Navigation Plan. The ASBU modules are aimed at increasing capacity and improving efficiency of the aviation system whilst maintaining or enhancing safety level, and achieving the necessary harmonization and interoperability at regional and global level. This includes the regionally agreed ASBU modules applicable to the specified ICAO region/sub-region and associated elements/enablers necessary for the monitoring of the status of implementation of these ASBU modules.

Standards and Recommended Practices and Procedures for Air Navigation Services

1.4 The SARPs and PANS and related guidance material applicable to the provision of ATM are contained in:

- a) Annex 2 — *Rules of the Air*;
- b) Annex 6 — *Operation of Aircraft*;
- c) Annex 11 — *Air Traffic Services*;
- d) *Procedures for Air Navigation Services — Air Traffic Management* (PANS-ATM) (Doc 4444);
- e) *Procedures for Air Navigation Services — Aircraft Operations* (PANS-OPS) (Doc 8168); and
- f) *Regional Supplementary Procedures* (Doc 7030).

2. GENERAL REGIONAL REQUIREMENTS

2.1 The description of the current Flight Information Regions (FIR)/Upper Information Regions (UIR), as approved by the ICAO Council, are contained in **Table ATM I-1** and depicted in the **Charts ATM I-1** and **ATM I-2**, respectively.

2.2 States should ensure that the provision of air traffic services (ATS) covers its own territory and those areas over the high seas for which it is responsible for the provision of those services, in accordance with **Charts ATM I-1** and **ATM I- 2**.

Regional ATS Routes and organized track structures

2.3 PIRGs are responsible for the optimization of the traffic flows through the continuous improvement of the regional ATS route network and organized track systems and implementation of random routing areas and free route airspace in the Region(s). Where applicable, details of the ATS routes within the Region(s) are contained in Volume II.

ICARD Global Database

2.4 The five-letter name-codes assigned to significant points should be coordinated through the ICAO Regional Office(s) and obtained from the ICAO International Codes and Routes Designators (ICARD) Global Database.

Aircraft Identification - SSR Code Assignments

2.5 The management of Secondary Surveillance Radar (SSR) codes is a key element of ATM in order to ensure continuous and unambiguous aircraft identification. The requirements related to the SSR code assignment system used in the Region(s) is contained in Volume II.

Performance-based Navigation (PBN)

2.6 PIRGs are responsible for the development of the Regional PBN Plan. States' PBN Plans should be consistent with the Regional PBN Plan.

Flexible Use of Airspace

2.7 States should implement civil/military cooperation and coordination mechanisms to enhance the application of the Flexible Use of Airspace concept, which will contribute to more direct routing with a commensurate saving in fuel and associated emissions. States should arrange for close liaison and coordination between civil ATS units and relevant military operational control and/or air defence units in order to ensure integration of civil and military air traffic or its segregation, if required. Such arrangements would also contribute to increasing airspace capacity and to improving the efficiency and flexibility of aircraft operations.

Reduced Vertical Separation Minimum (RVSM)/Regional Monitoring Agencies

2.8 The (NAME) Regional Monitoring Agency(ies) is (are) the designated Regional Monitoring Agency(ies) (RMA) responsible for monitoring the height-keeping performance and approval status of aircraft operating at these levels, in order to ensure that the continued application of RVSM meets the agreed regional safety objectives as set out by the (NAME) PIRG.

3. SPECIFIC REGIONAL REQUIREMENTS

3.1 TBD (if necessary)

Table ATM I-1

**FLIGHT INFORMATION REGIONS (FIR)/UPPER INFORMATION REGIONS (UIR) IN THE
(NAME) REGION(S)**

EXPLANATION OF THE TABLE

Column:

- 1 Name of the FIR/UIR / Location Indicator according to Doc 7910
- 2 Description of FIR/UIR lateral limits;
 - a. Describe separately in the table the limits of the UIRs if they are not similar to the FIRs limits.
- 3 Remarks — additional information, if necessary.
 - a. Describe vertical limits if necessary.

FIR/UIR Location Indicator	Lateral limits coordinates	Remarks
1	2	3
AMSWELL (example)	FIR AMSWELL 5705N 04000W- 5640N 02108W 4331N 02108W- 4124N 03003W 4044N 03711W- 4236N 03700W 4402N 04000W- 4228N 04120W 5251N 04147W- 5705N 04000W Then along the national borders between State X and State Y.	
	UIR AMSWELL 5705N 04000W- 5640N 02108W 4200N 03000W- 4800N 02500W 4331N 02108W- 4124N 03003W 4044N 03711W- 4236N 03700W 4402N 04000W- 4228N 04120W 5251N 04147W- 5705N 04000W Then along the national borders between State X and State Y.	

(NAME) ANP, VOLUME I

PART V – METEOROLOGY (MET)

1. INTRODUCTION

1.1 This part of the (NAME) ANP constitutes the agreed regional requirements considered to be the minimum necessary for effective planning and implementation of aeronautical meteorology (MET) facilities and services in the (NAME) Region(s) and complements the provisions of the ICAO SARPs and PANS related to MET. It contains stable plan elements related to the assignment of responsibilities to States for the provision of MET facilities and services within the ICAO (NAME) region(s) in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300) and mandatory requirements related to the MET facilities and services to be implemented by States in accordance with regional air navigation agreements.

1.2 The dynamic plan element related to the assignment of responsibilities to States for the provision of MET facilities and services and the mandatory requirements based on regional air navigation agreements related to MET are contained in the (NAME) ANP Volume II, Part V - MET.

1.3 The (NAME) ANP Volume III contains dynamic/flexible plan elements related to the implementation of air navigation systems and their modernization in line with the ICAO Aviation System Block Upgrades (ASBUs) methodology and associated technology roadmaps described in the Global Air Navigation Plan. The ASBU modules are aimed at increasing capacity and improving efficiency of the aviation system whilst maintaining or enhancing safety level, and achieving the necessary harmonization and interoperability at regional and global level. This includes the regionally agreed ASBU modules applicable to the specified ICAO region/sub-region and associated elements/enablers necessary for the monitoring of the status of implementation of these ASBU modules.

Standards and Recommended Practices and Procedures for Air Navigation Services

1.4 The SARPs and PANS and related guidance material applicable to the provision of MET are contained in:

- a) Annex 3 — *Meteorological Service for International Air Navigation*;
- b) *Regional Supplementary Procedures* (Doc 7030);
- c) *Handbook on the IAVW* (Doc 9766);
- d) *Manual on Volcanic Ash, Radioactive Material and Toxic Chemical Clouds* (Doc 9691); and
- e) *Manual of Aeronautical Meteorological Practice* (Doc 8896).

2. GENERAL REGIONAL REQUIREMENTS

World area forecast system (WAFS) and meteorological offices

2.1 In the (NAME) Region(s), WAFC (NAME of WAFC) has been designated as the centre for the operation of the aeronautical fixed service satellite distribution system / WAFS Internet File Service (SADIS and/or WIFS) and the Internet-based Secure SADIS FTP service. The status of implementation of SADIS/WIFS by States in the (NAME) Region(s) is detailed in Volume III.

2.2 In the **(NAME)** Region(s), WAFS products in digital form should be disseminated by WAFS **(NAME of WAFS)** using the SADIS 2G satellite broadcast and the Secure SADIS FTP service and/or WIFS.

Volcanic Ash

2.3 Volcanic ash advisory centres (VAACs) **(NAME of VAAC)** have been designated to prepare volcanic ash advisory information for the **(NAME)** Region(s), as indicated below. The status of implementation of volcanic ash advisory information is detailed in Volume III.

- [list VAACs]

2.4 Selected State volcano observatories have been designated for notification of significant pre-eruption volcanic activity, a volcanic eruption and/or volcanic ash in the atmosphere for the **(NAME)** Region(s) to their corresponding ACC/FIC, MWO and VAAC, as indicated at **Table MET I-1**. The status of implementation of volcano observatory notice for aviation (VONA) is detailed in Volume III.

Tropical Cyclone

2.5 Tropical cyclone advisory centre (TCAC) **(NAME(s) of TCAC)** has been designated to prepare tropical cyclone advisory information for the **(NAME)** Region(s), as indicated below. The status of implementation of tropical cyclone advisory information is detailed in Volume III. **[if applicable]**

- [list TCACs] or [specify that there is no requirement]

3. SPECIFIC REGIONAL REQUIREMENTS

3.1 **TBD (if necessary)**

TABLE MET I-1 - STATE VOLCANO OBSERVATORIES
Explanation of the Table

Column

- 1** Name of the State responsible for the provision of a volcano observatory
2 Name of the volcano observatory

State	Volcano observatory
1	2
Iceland	Icelandic Meteorological Office
...	...

(NAME) ANP, VOLUME I

PART VI - SEARCH AND RESCUE (SAR)

1. INTRODUCTION

1.1 This part of the (NAME) ANP constitutes the agreed regional requirements considered to be the minimum necessary for effective planning and implementation of search and rescue (SAR) facilities and services in the (NAME) region(s) and complements the provisions of the ICAO SARPs and PANS related to SAR. It contains stable plan elements related to the assignment of responsibilities to States for the provision of SAR facilities and services within the ICAO (NAME) region(s) in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300) and mandatory requirements related to the SAR facilities and services to be implemented by States in accordance with regional air navigation agreements.

1.2 The dynamic plan elements related to the assignment of States' responsibilities for the provision of SAR facilities and services and the mandatory requirements based on regional air navigation agreements related to SAR are contained in the (NAME) Volume II, Part VI – SAR.

Standards and Recommended Practices and Procedures for Air Navigation Services

1.3 The SARPs and PANS and related guidance material applicable to the provision of SAR are contained in:

- a) Annex 12 — *Search and Rescue*;
- b) Annex 6 — *Operation of Aircraft*;
- c) *Procedures for Air Navigation Services — Air Traffic Management* (PANS-ATM) (Doc 4444);
- d) *Regional Supplementary Procedures* (Doc 7030); and
- e) *International Aeronautical and Maritime Search and Rescue Manual* (Doc 9731-AN/958).

2. GENERAL REGIONAL REQUIREMENTS

2.1 Each Contracting State should ensure that the provision of search and rescue services covers its own territory and those areas over the high seas for which it is responsible for the provision of those services. The description of the current Search and Rescue Regions (SRRs), as approved by the ICAO Council, are contained in **Table SAR I-1** and depicted in the **Chart SAR I-1**. The list of Rescue Coordination Centres (RCCs) and Rescue Sub-centres (RSCs) in the Region(s) are detailed in Volume II.

2.2 The three volumes of the *IAMSAR Manual* (Doc 9731) provide guidance for a common aviation and maritime approach to organizing and providing SAR services. States are invited to use the *IAMSAR Manual* to ensure the availability of effective aeronautical SAR services and to cooperate with neighbouring States.

2.3 States which rely on military authorities and/or other sources for the provision of SAR facilities should ensure that adequate arrangements are in place for coordination of SAR activities between all entities involved.

2.4 Arrangements should be made to permit a call on any national services likely to be able to render assistance on an ad-hoc basis, in those cases when the scope of SAR operations requires such assistance.

3. SPECIFIC REGIONAL REQUIREMENTS

3.1 TBD (if necessary).

TABLE SAR I-1 – SEARCH AND RESCUE REGIONS (SRR) OF THE (NAME) REGION(S)**EXPLANATION OF THE TABLE**

Column:

- 1 Name of the SRR
- 2 Description of SRR lateral limits;
- 3 Remarks — additional information, if necessary.

SRR	Lateral limits coordinates	Remarks
1	2	3
AMSWELL (example)	SRR AMSWELL 5705N 04000W- 5640N 02108W 4331N 02108W- 4124N 03003W 4044N 03711W- 4236N 03700W 4402N 04000W- 4228N 04120W 5251N 04147W- 5705N 04000W Then along the national borders between State X and State Y.	

(NAME) ANP, VOLUME I**PART VII - AERONAUTICAL INFORMATION MANAGEMENT (AIM)****1. INTRODUCTION**

1.1 This part of the (NAME) ANP constitutes the agreed regional requirements considered to be the minimum necessary for effective planning and implementation of aeronautical information services (AIS) and aeronautical information management (AIM) facilities and services in the (NAME) region(s) and complements the provisions of the ICAO SARPs and PANS related to AIS/AIM. It contains stable plan elements related to the assignment of responsibilities to States for the provision of AIS/AIM facilities and services within the ICAO (NAME) Region(s) in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300); and mandatory requirements related to the AIS/AIM facilities and services to be implemented by States in accordance with regional air navigation agreements.

1.2 The dynamic plan elements related to the assignment of responsibilities to States for the provision of AIS/AIM facilities and services and the mandatory requirements based on regional air navigation agreements related to the AIS/AIM facilities and services are contained in the (NAME) ANP Volume II, Part VII – AIM.

1.3 The (NAME) ANP Volume III contains dynamic/flexible plan elements related to the implementation of air navigation systems and their modernization in line with the ICAO Aviation System Block Upgrades (ASBUs) methodology and associated technology roadmaps described in the Global Air Navigation Plan. The ASBU modules are aimed at increasing capacity and improving efficiency of the aviation system whilst maintaining or enhancing safety level, and achieving the necessary harmonization and interoperability at regional and global level. This includes the regionally agreed ASBU modules applicable to the specified ICAO region/sub-region and associated elements/enablers necessary for the monitoring of the status of implementation of these ASBU modules, which include service improvement through digital aeronautical information management and interoperability and data through globally interoperable system wide information management (SWIM).

Standards and Recommended Practices and Procedures for Air Navigation Services

1.4 The SARPs and PANS and related guidance material applicable to the provision of AIS, and ultimately AIM, are contained in:

- a) Annex 4 — *Aeronautical Charts*;
- b) Annex 15 — *Aeronautical Information Services*;
- c) *Regional Supplementary Procedures* (Doc 7030);
- d) *Aeronautical Information Services Provided by States* (Doc 7383);
- e) *Location Indicators* (Doc 7910);
- f) *Aeronautical Information Services Manual* (Doc 8126);
- g) *Procedures for Air Navigation Services – Aircraft Operations – Construction of Visual and Instrument Flight Procedures* (PANS-OPS, Volume I and Volume II) (Doc 8168);
- h) *ICAO Abbreviations and Codes* (PANS-ABC) (Doc 8168);
- i) *Aeronautical Charts Manual* (Doc 8697);

- j) *Manual on Coordination between Air Traffic Services, Aeronautical Information Services and Aeronautical Meteorological Services* (Doc 9377);
- k) *World Geodetic System (1984) Manual* (Doc 9674);
- l) *Guidelines on the Use of the Public Internet for Aeronautical Applications* (Doc 9855);
- m) *Guidelines for Electronic Terrain, Obstacle and Aerodrome Mapping Information* (Doc 9881);
- n) *Flight Procedure Design Quality Assurance System, Volume I* (Doc 9906);
- o) “*AIM QMS Manual*” (Doc 9839) (Draft); and
- p) “*Training Manual for AIM*” (Doc 9991) (Draft).

2. GENERAL REGIONAL REQUIREMENTS

2.1 States should ensure that the provision of aeronautical data and aeronautical information covers its own territory and those areas over the high seas for which it is responsible for the provision of air traffic services, in accordance with **Charts ATM I-1 and ATM I-2**.

2.2 States are responsible for the aeronautical information/data published by its aeronautical information service or by another State or a non-governmental agency on its behalf.

2.3 Aeronautical information published for and on behalf of a State should clearly indicate that it is published under the authority of that State.

2.4 The responsibility for the provision of AIS/AIM facilities and services in the **(NAME)** Region(s) is reflected in the Volume II.

3. SPECIFIC REGIONAL REQUIREMENTS

3.1 **TBD (if necessary)**

APPENDIX B

(NAME) AIR NAVIGATION PLAN

VOLUME II

(*NAME*) AIR NAVIGATION PLAN

VOLUME II

TABLE OF CONTENTS

PART 0 — Introduction	
PART I — General Planning Aspects (GEN)	
Table GEN II-1 — Homogeneous areas and major traffic flows identified in the Region	
PART II — Aerodromes / Aerodrome Operations (AOP)	
General Regional Requirements	
Table AOP II-1 — Requirements and capacity assessment in international aerodromes in the Region	
Specific Regional Requirements	
PART III — Communications, Navigation and Surveillance (CNS)	
General Regional Requirements	
Table CNS II-1 — AFTN Plan	
Table CNS II-2 — Required ATN Infrastructure Routing Plan	
Table CNS II-3 — ATS Direct Speech Circuits Plan	
Table CNS II-4 — HF Network designators applicable for the Region	
Specific Regional Requirements	
PART IV — Air Traffic Management (ATM)	
General Regional Requirements	
Specific Regional Requirements	
PART V — Meteorology (MET)	
General Regional Requirements	
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]	
Specific Regional Requirements	
PART VI — Search and Rescue Services (SAR)	
General Regional Requirements	
Table SAR II-1 — Rescue Coordination Centres (RCCs) and Rescue Sub-centres (RSCs) in the Region	
Chart SAR II-1 — Rescue Coordination Centres (RCCs) and Rescue Sub-Centres (RSCs) for the (NAME) Region(s)	
Specific Regional Requirements	
PART VII — Aeronautical Information Management (AIM)	
General Regional Requirements	
Table AIM II-1 - Responsibility for the provision of AIS/AIM Facilities and Services in the Region	
Table AIM II-2 - Production responsibility for sheets of the World Aeronautical Chart — ICAO 1: 1 000 000 or Aeronautical Chart — ICAO 1: 500 000	
Specific Regional Requirements	

(NAME) ANP, VOLUME II
PART 0 – INTRODUCTION

1. GENERAL

1.1 The background to the publication of ANPs in three volumes is explained in the Introduction in Volume I. The procedure for amendment of Volume II is also described in Volume I.

1.2 Volume II contains dynamic plan elements related to:

- a) the assignment of responsibilities to States for the provision of aerodrome and air navigation facilities and services; and
- b) the mandatory requirements related to aerodrome and air navigation facilities and services to be implemented by States in accordance with regional air navigation agreements.

1.3 Volume II does not list all facilities in the region(s) but only those required for international civil aviation operations in accordance with regional air navigation agreements. A regional air navigation agreement indicates a commitment on the part of the State(s) concerned to implement the requirement(s) specified. Documents from the Integrated Aeronautical Information Package and other publications should be consulted for information on additional facilities and for operational information in general. Detailed guidance material or concepts, complementary to the material in Volumes I, II and III are contained in documents that are referenced as (NAME) Documents.

2. MANAGEMENT OF REGIONAL AIR NAVIGATION PLANS

2.1 The elements in Volume II are reviewed by the (NAME of PIRG) in accordance with its schedule of meetings, in consultation with provider and user States, and with the assistance of the ICAO (NAME) Regional Office(s).

2.2 The information on States' facilities and services included in Volume II, should be updated following the process of regional air navigation agreements.

2.3 The development and maintenance of region-specific documents that provide detailed guidance material or concepts that are complementary to the material in Volumes I, II and III is the responsibility of the (NAME of PIRG).

(NAME) ANP, VOLUME II

PART I – GENERAL PLANNING ASPECTS (GEN)

1. INTRODUCTION

1.1. The material in this part of Volume II of ANP is applicable to one or more parts of the ANP. It should be taken into consideration in the overall planning process for the (NAME) Region(s).

2. GENERAL REGIONAL REQUIREMENTS

2.1. To facilitate air navigation systems planning and implementation, homogenous ATM areas and/or major traffic flows/routing areas have been defined for the Region(s). While these areas of routing do not encompass all movements in the Region(s), they include the major routes. This includes the domestic flights in that particular area of routing.

Homogeneous ATM area

2.2. A homogeneous ATM area is an airspace with a common ATM interest, based on similar characteristics of traffic density, complexity, air navigation system infrastructure requirements or other specified considerations. In such an ATM area a common detailed plan will foster the implementation of interoperable ATM systems. Homogeneous ATM areas may extend over States, specific portions of States, or groupings of States. They may also extend over large oceanic and continental areas. They are considered areas of shared interest and requirements.

2.3. The method of identifying homogeneous ATM areas involves consideration of the varying degrees of complexity and diversity of the worldwide air navigation infrastructure. Based on these considerations, planning could best be achieved at the global level if it was organized based on ATM areas of common requirements and interest, taking into account traffic density and the level of sophistication required.

Major traffic flows/routing areas

2.4. A major traffic flow refers to a concentration of significant volumes of air traffic on the same or proximate flight trajectories. Major traffic flows may cross several homogeneous ATM areas with different characteristics.

2.5. A routing area encompasses one or more major traffic flows, defined for the purpose of developing a detailed plan for the implementation of ATM systems and procedures. A routing area may cross several homogeneous ATM areas with different characteristics. A routing area specifies common interests and requirements of underlying homogeneous areas, for which a detailed plan for the implementation of ATM systems and procedures either for airspace or aircraft will be specified.

2.6. The homogeneous ATM areas and major traffic flows/routing areas identified are given in **Table GEN II-1**.

TABLE GEN II-1 - HOMOGENEOUS ATM AREAS AND/OR MAJOR TRAFFIC FLOWS IDENTIFIED IN THE (NAME) REGION(S)

EXPLANATION OF TABLE

Column		
1	Area of routing (AR)	Sequential number of area of routing
2	Homogeneous Areas and/or Traffic flows	Brief description and/or name
3	FIRs involved	List of FIRs concerned
4	Type of area covered	Brief description of type of area, examples: Oceanic or Continental High or low density Oceanic en-route or Continental en-route
5	Remarks	Homogeneous ATM Area and/or Major Traffic Flow and Region(s) concerned

Area of routing (AR)	Homogeneous Areas and/or Traffic flows	FIRs involved	Type of area covered	Remarks
1	2	3	4	5

(NAME) ANP, VOLUME II**PART II – AERODROMES / AERODROME OPERATIONS (AOP)****1. INTRODUCTION**

1.1 This part of the (NAME) ANP, Volume II, complements the provisions in ICAO SARPs and PANS related to aerodrome design and operations (AOP). It contains dynamic plan elements related to the assignment of responsibilities to States for the provision of AOP facilities and services within a specified area in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300); and mandatory requirements related to AOP facilities and services to be implemented by States in accordance with regional air navigation agreements. Such agreement indicates a commitment on the part of the State(s) concerned to implement the requirement(s) specified.

2. GENERAL REGIONAL REQUIREMENTS

2.1 **Table AOP II-1** contains the list of facilities and services to be provided by the State concerned at each aerodrome that is listed in **Table AOP I-1** in Volume I. Table AOP II-1 shows the operational requirements at each aerodrome to be considered in planning the facilities and services for safe and efficient aircraft operations.

Visual aids for low visibility aerodrome operations

2.2 At aerodromes where there is a requirement to conduct low visibility operations, the appropriate visual and non-visual aids should be provided.

Non-precision approach aids

2.3 Where required by the topographic and/or environmental situation of an aerodrome, improved track guidance during departure and/or approach by specific non-visual and/or visual aids should be provided even if such aids would not normally be required in accordance with the SARPs.

Reduced runway declared distances for take-off

Note. — In the following operational requirements the term “intersection” is used to cover both intersection and junction concepts.

2.4 The reduced runway declared distances for take-off, as for those used for full runway declared distances, should consist of take-off run available (TORA), take-off distance available (TODA) and accelerate-stop distance available (ASDA).

2.5 The datum-line from which the reduced runway declared distances for take-off should be determined is defined by the intersection of the downwind edge of the specific taxiway with the runway edge. The loss, if any, of runway length due to alignment of the aircraft prior to take-off should be taken into account by the operators for the calculation of the aircraft’s take-off weight.

2.6 Intersections used as intermediate take-off positions should be identified by the “taxiway designator” to which the datum-line of the associated reduced runway declared distance for take-off refers.

2.7 At each international aerodrome, specific minima visibility for take-off should be established, regulating the use of intersection take-off positions. These minima should permit the appropriate ATC unit to maintain a permanent surveillance of the ground movement operations, and the flight crews to constantly secure their position on the manoeuvring area, so as to exclude any potential risk of confusion as

to the identification of the aircraft and intersections used for take-off. The minima should be consistent with the surface movement guidance and control system (SMGCS) provided at the aerodrome concerned.

2.8 The provision of marking and lighting aids together with signs should ensure the safe control and guidance of aircraft towards and at take-off intersections appropriate to the minima visibility criteria retained. At the runway holding position of the associated intersection take-off position, such signs should indicate the runway heading and the remaining TORA in metres.

2.9 At aerodromes regularly used by international commercial air transport, take-offs from runway/taxiway intersections may be justified for the following reasons:

- a) runway capacity improvement;
- b) taxi routes distances reduction;
- c) noise alleviation; and
- d) air pollution reduction.

2.10 The appropriate authorities should, upon prior consultation with aircraft operators, agree on the selection of suitable intermediate intersection take-off positions along the runway(s). Accordingly, authorities should determine the reduced runway declared distances for take-off associated with each selected intersection take-off position and establish the specific ATC rules and operational procedures/limitations. Such provisions should be published in the State aeronautical information publications (AIP).

Aerodrome capacity management

2.11 As an integral part of the air navigation system, the aerodrome should provide the needed ground infrastructure including, *inter alia*, lighting; taxiways; runway, including exits; aprons and precise surface guidance to improve safety and to maximize aerodrome capacity in all weather conditions. An efficient aerodrome capacity planning and management should include:

- a) reduction of runway occupancy time;
- b) the capability to safely manoeuvre in all weather conditions whilst maintaining capacity;
- c) precise surface guidance to and from a runway required in all conditions; and
- d) availability of information on the position (to an appropriate level of accuracy) and intent of all vehicles and aircraft operating on the movement area for the appropriate ATM community members.

2.12 States should ensure that adequate consultation and, where appropriate, cooperation between airport authorities and users/other involved parties are implemented at all international aerodromes to satisfy the provisions of aerodrome capacity assessment and requirement.

2.13 When international aerodromes are reaching designed operational capacity, a better and more efficient utilization of existing runways, taxiways and aprons is required. Runway selection procedures and standard taxi routes at aerodromes should ensure an optimum flow of air traffic with a minimum of delay and a maximum use of available capacity. They should also, if possible, take account of the need to keep taxiing times for arriving and departing aircraft as well as apron occupancy time to a minimum. The airport collaborative decision making (A-CDM) concept should be implemented to improve airport capacity as early as possible.

Aerodrome capacity assessment and requirement

2.14 The declared capacity/demand condition at aerodromes should be periodically reviewed in terms of a qualitative analysis for each system component and, when applicable, the result of the qualitative assessment upon mutual agreement be used for information.

2.15 The future capacity/demand, based on a forecast for the next five years, should be agreed upon after close cooperation between aerodrome authorities and affected users.

2.16 Operators should consult with aerodrome authorities when future plans indicate a significant increased requirement for capacity resulting in one of the elements reaching a limiting condition.

2.17 Aerodrome capacity should be assessed by aerodrome authorities in consultation with the parties involved for each component (terminal/apron/aircraft operations) using agreed methods and criteria for level of delays.

2.18 Where restrictions in aerodrome capacity are identified, a full range of options for their reduction or removal should be evaluated by the aerodrome authority, in close cooperation with the operators and other involved parties. Such options should include technical/operational/procedural and environmental improvements and facility expansion.

2.19 At many aerodromes, airspace capacity has influence on the aerodrome capacity. If the declared capacity of a specified airspace has influence on aerodrome operations, this should be indicated and action undertaken to reach a capacity in this airspace corresponding to the aerodrome capacity.

2.20 The possibility of overcoming capacity limitations should also take the use of other aerodromes in the vicinity into consideration.

Closure of regular aerodromes

2.21 When a regular aerodrome is to be closed, States should ensure that sufficient alternate aerodromes remain open to provide for the safety and efficiency of aircraft approaching the regular aerodrome that may be required to divert to an alternate.

Scheduling aerodrome maintenance

2.22 States, when planning major aerodrome maintenance work that would affect the regularity of international aircraft operations, should consider the need to notify aircraft operators sufficiently in advance prior to undertaking the scheduled work.

3. SPECIFIC REGIONAL REQUIREMENTS

3.1 TBD (if required).

Table AOP II-1 – REQUIREMENTS AND CAPACITY ASSESSMENT**EXPLANATION OF THE TABLE**

Note: Columns 3 to 5 for physical characteristics relate to runways and taxiways. The physical characteristics of taxiways and aprons should be compatible with the aerodrome reference code (Column 3) and appropriate for the runways with which they are related.

Column

- 1 Name of the city and aerodrome, preceded by the location indicator.
Note 1— When the aerodrome is located on an island and no particular city or town is served by the aerodrome, the name of the island is included instead of a city.
Designation of the aerodrome as:
RS — international scheduled air transport, regular use;
RNS — international non-scheduled air transport, regular use;
AS — international scheduled air transport, alternate use; and
ANS — international non-scheduled air transport, alternate use.
- 2 Required rescue and firefighting service (RFF). The required level of protection expressed by means of an aerodrome RFF category number, in accordance with Annex 14, Volume I, 9.2.
- 3 Aerodrome reference code (RC). The aerodrome reference code for aerodrome characteristics expressed in accordance with Annex 14, Volume I, chapter 1. The code letter or number within an element selected for design purposes is related to the critical aeroplane characteristics for which the facilities are provided.
- 4 Runway Designation numbers
- 5 Type of each of the runways to be provided. The types of runways, as defined in Annex 14, Volume I, Chapter 1, are:
NINST — non-instrument runway;
NPA — non-precision approach runway;
PA1 — precision approach runway, Category I;
PA2 — precision approach runway, Category II;
PA3 — precision approach runway, Category III.
- 6 Remarks. Additional information including critical design aircraft selected for determining RC, critical aircraft selected for determining the RFF category and critical aircraft for pavement strength. Only one critical aircraft type is shown if it is used to determine all the above three elements: otherwise different critical aircraft types need to be shown for different elements.

City/Aerodrome/Designation	RFF category	Physical characteristics			Remarks
		RC	RWY No.	RWY type	
1	2	3	4	5	6

(NAME) ANP, VOLUME II**PART III – COMMUNICATIONS, NAVIGATION AND SURVEILLANCE (CNS)****1. INTRODUCTION**

1.1 This part of the (NAME) ANP, Volume II, complements the provisions in ICAO SARPs and PANS related to communication, navigation and surveillance (CNS). It contains dynamic plan elements related to the assignment of responsibilities to States for the provision of CNS facilities and services within a specified area in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300); and mandatory requirements related to CNS facilities and services to be implemented by States in accordance with regional air navigation agreements. Such agreement indicates a commitment on the part of the State(s) concerned to implement the requirement(s) specified.

2. GENERAL REGIONAL REQUIREMENTS**Communications***Aeronautical Fixed Service (AFS)*

2.1 The aeronautical fixed service should comprise the following systems and applications that are used for ground-ground (i.e. point-to-point and/or point-to-multipoint) communications in the international aeronautical telecommunication service:

- a) ATS direct speech circuits and networks;
- b) meteorological operational circuits, networks and broadcast systems, including World Area Forecast System – Internet File Service (WIFS) and/or Satellite Distribution System for Information Relating to Air Navigation (SADIS);
- c) the aeronautical fixed telecommunications network (AFTN);
- d) the common ICAO data interchange network (CIDIN);
- e) the air traffic services (ATS) message handling services (AMHS); and
- f) the inter-centre communications (ICC).

2.2 To meet the data communication requirements, a uniform high-grade aeronautical network should be provided, based on the aeronautical telecommunication network (ATN), taking into account the existence and continuation of current networks.

2.3 Contingency procedures should be in place to ensure that, in case of a communication centre breakdown, all the parties concerned are promptly informed of the prevailing situation. All possible arrangements should be made to ensure that, in case of breakdown of a communications centre or circuit, at least high-priority traffic continues to be handled by appropriate means.

2.4 AFS planning should permit flexibility in detailed development and implementation. The required AFTN Stations and Centres are listed in the AFTN Plan in **Table CNS II-1**.

The Aeronautical Telecommunication Network (ATN)

2.5 The ATN should be able to:

- a) support applications carried by the existing networks;
- b) support gateways enabling inter-operation with existing networks; and
- c) support ground-ground communications traffic associated with air-ground data link applications.

2.6 The ATN should make optimum use of dedicated bilateral/multilateral aeronautical links and other communication means commensurate with the operational Quality of Service (QoS) requirements.

2.7 The implementation of the ATN should take into account the need for cost-effective evolution in terms of network capacity, requirements and time-frame and allow for a progressive transition from existing communication networks and services to a uniform, harmonised and integrated communications infrastructure, capable of supporting the implementation of future aeronautical services such as Flight and Flow Information in a Collaborative Environment (F-FICE), System-Wide Information Management (SWIM) applications, etc.

2.8 In case means other than dedicated bilateral links are used by the ATN, States should ensure that service level agreements (SLA) are met in terms of implementation priority, high availability, priority in restoration of service and appropriate levels of security.

2.9 The ATN should provide for interregional connections to support data exchange and mobile routing within the global ATN.

2.10 In planning the ATN, provisions should be made, where required, for interfacing with other international networks. The Required ATN Infrastructure Routing Plan is described under **Table CNS II-2**.

Network services

2.11 The Internet Society (ISOC) communications standards for the Internet Protocol Suite (IPS) should be used for the implementation of AMHS.

2.12 The migration from legacy bit-oriented protocols such as X.25 Protocol suite to IPS should be planned.

2.13 The migration of international or sub-regional ground networks to the ATN based on Internet Protocol (IP) to support AFS communication requirements, while reducing costs, should be planned.

2.14 States should ensure that the solutions provided for the implementation of the ATN meet the air traffic management and aeronautical fixed service requirements. Such requirements should consist of:

- a) Performance requirements: availability, continuity, integrity, monitoring and alerting criteria per data flow. In the case where a required communication performance (RCP) is globally prescribed, requirements derived from RCP should be stated;
- b) Interoperability requirements;
- c) Safety and security requirements, duly derived after the identification of operational hazards and threats, and allocation of objectives; and
- d) Implementation process requirements (creation, test, migration, upgrades, priority in restoration of service, termination).

Network management

2.15 An ICAO centralised off-line network management service is provided to participating AFTN/ AMHS centres in the **(NAME)** Region(s) under the ATS Messaging Centre (AMC).

2.16 In the case of integrated communications services procured and shared by several States, organizational provisions should allow for the planning and performing of the management of technical performance, network configuration, fault, security, cost division/allocation, contract, orders and payment.

Specific air traffic management (ATM) requirements

2.17 Where ATS speech and data communication links between any two points are provided, the engineering arrangements should be such as to avoid the simultaneous loss of both circuits. The required ATS direct speech circuits plan is detailed under **Table CNS II-3**.

2.18 Special provisions should be made to ensure a rapid restoration of ATS speech circuits in case of outage, as derived from the performance and safety requirements.

2.19 Data circuits between ATS systems should provide for both high capacity and message integrity.

2.20 The Inter-Centre Communication (ICC), consisting of ATS Inter-facility Data Communication (AIDC) application and the Online Data Interchange (OLDI) application, should be used for automated exchange of flight data between ATS units to enhance the overall safety of the ATM operation and increase airspace capacity.

2.21 Where Voice over IP is planned or implemented between ATS units for voice communications, it should meet the ATS requirements. When data and voice are multiplexed, particular attention should be paid to the achievement of the ATM performance and safety requirements.

Specific meteorological (MET) requirements

2.22 The increasing use of the GRIB (Gridded Binary or General Regularly-distributed Information in Binary form) and BUFR (Binary Universal Form for the Representation of meteorological data) code forms for the dissemination of the upper wind and temperature and significant weather forecasts and the planned transition to digital form using extensible markup language (XML)/geography markup language (GML) for the dissemination of OPMET data should be taken into account in the planning process of the ATN.

2.23 In planning the ATN, account should be taken of changes in the current pattern of distribution of meteorological information resulting from the increasing number of long-range direct flights and the trend towards centralized flight planning.

Specific aeronautical information management (AIM) requirements

2.24 The aeronautical fixed service should meet the requirements to support efficient provision of aeronautical information services through appropriate connections to area control centres (ACCs), flight information centres (FICs), aerodromes and heliports at which an information service is established.

Aeronautical Mobile Service (AMS)

2.25 To meet the air-ground data communication requirements, a high-grade aeronautical network should be provided based on the ATN, recognising that other technologies may be used as part of the transition. The network needs to integrate the various data links in a seamless fashion and provide for end-to-end communications between airborne and ground-based facilities.

2.26 Whenever required, use of suitable techniques on VHF or higher frequencies should be made. The required HF network designators applicable for the **(NAME)** Region(s) are listed in **Table CNS II-4**.

2.27 Aerodromes having a significant volume of International General Aviation (IGA) traffic should also be provided with appropriate air-ground communication channels.

Air-Ground Data Link Communications

2.28 A Strategy for the harmonised implementation of the data link communications in the **(NAME)** Region(s) should be developed based on the Global Operational Data Link Document (GOLD) adopted by ICAO Regions and the Aviation System Block Upgrade (ASBU) methodology.

2.29 Where applicable, controller-pilot data link communications (CPDLC), based on ATN VDL data link Mode 2 (VDL2) and/or FANS-1/A, should be implemented for air-ground data link communications.

2.30 Partial or divergent aircraft data link evolutions that result in excluding messages from aircraft systems should not be pursued. Interim steps or phases toward full implementation of the common technical definition in ground systems should only be pursued on a regional basis, after coordination between all States concerned.

2.31 Harmonization of operational procedures for implementation of the above packages is essential. States, Planning and Implementation Regional Groups (PIRGs) and air navigation services providers should adopt common procedures to support seamless ATS provision across FIR boundaries, rather than each State or Region developing and promulgating unique procedures for common functions.

Required Communication Performance (RCP)

2.32 The Required Communication Performance (RCP) concept characterizing the performance required for communication capabilities that support ATM functions without reference to any specific technology should be applied wherever possible.

2.33 States should determine, prescribe and monitor the implementation of the RCP in line with the provisions laid down in the *ICAO Manual on Required Communication Performance* (Doc 9869).

Navigation

Navigation Infrastructure

2.34 The navigation infrastructure should meet the requirements for all phases of flight from take-off to final approach and landing.

Note: Annex 10 to the Convention on International Civil Aviation—Aeronautical Telecommunications, Volume I — Radio Navigation Aids, Attachment B, provides the strategy for introduction and application of non-visual aids to approach and landing.

2.35 The **(NAME)** PBN Regional Roadmap/Plan provides guidance to air navigation service providers, airspace operators and users, regulators, and international organizations, on the expected evolution of the regional air navigation system in order to allow planning of airspace changes, enabling ATM systems and aircraft equipage. It takes due account of the operational environment of the **(NAME)** Region(s).

PBN Transition Strategy

2.36 During transition to performance-based navigation (PBN), sufficient ground infrastructure for conventional navigation systems should remain available. Before existing ground infrastructure is considered for removal, users should be given reasonable transition time to allow them to equip appropriately to attain a performance level equivalent to PBN. States should approach removal of existing ground infrastructure with caution to ensure that safety is not compromised. This should be guaranteed by conducting safety assessments and consultations with the users.

Use of specific navigation aids

2.37 Where, within a given airspace, specific groups of users have been authorized by the competent authorities to use special aids for navigation. The respective ground facilities should be located and aligned so as to provide for full compatibility of navigational guidance with that derived from the SARPs.

2.38 States should ensure and oversee that service providers take appropriate corrective measures promptly whenever required by a significant degradation in the accuracy of navigation aids (either space based or ground based or both) is detected.

Surveillance

2.40 An important element of modern air navigation infrastructure required to manage safely increasing levels and complexity of air traffic is aeronautical surveillance systems.

2.41 When operating Mode S radars, States should coordinate with their respective ICAO Regional Office the assignment of their corresponding interrogator identifier (II) codes and surveillance identifier (SI) codes, particularly where areas of overlapping coverage will occur.

Frequency Management

Aeronautical Mobile Service (AMS)

2.42 Frequencies should be assigned to all VHF aeronautical mobile service (AMS) facilities in accordance with the principles laid out in Annex 10, Volume V and *ICAO Handbook on Radio Frequency Spectrum Requirements for Civil Aviation* (Doc 9718) Volumes I and II, and take into account:

- a) agreed geographical separation criteria based on 25 kHz or 8.33 kHz interleaving between channels;
- b) agreed geographical separation criteria for the implementation of VDL services;

- c) the need for maximum economy in frequency demands and in radio spectrum utilization; and
- d) a deployment of frequencies which ensures that international services are planned to be free of interference from other services using the same band.

2.43 The priority order to be followed in the assignment of frequencies to service is:

- a) ATS channels serving international services (ACC, APP, TWR, FIS);
- b) ATS channels serving national purposes;
- c) channels serving international VOLMET services;
- d) channels serving ATIS and PAR; and
- e) channels used for other than ATS purposes.

2.44 The criteria used for frequency assignment planning for VHF AMS facilities serving international requirements should, to the extent practicable, also be used to satisfy the need for national VHF AMS facilities.

2.45 Special provisions should be made, by agreement between the States concerned, for the sharing and the application of reduced protection of non-ATS frequencies in the national sub-bands, so as to obtain a more economical use of the available frequency spectrum consistent with operational requirements.

2.46 States should ensure that no air/ground frequency is utilized outside its designated operational coverage and that the stated operational requirements for coverage of a given frequency can be met for the transmission sites concerned, taking into account terrain configuration.

Radio navigation aids for Aeronautical Radio Navigation Services (ARNS)

2.47 Frequencies should be assigned to all radio navigation facilities taking into account agreed geographical separation criteria to ILS localizer, VOR and GBAS, X and Y channels to DME, in accordance with the principles laid out in Annex 10, Volume V and *ICAO Handbook on Radio Frequency Spectrum Requirements for Civil Aviation* (Doc 9718) Volumes I and II. Also, the need for maximum economy in frequency demands and in radio spectrum utilization and a deployment of frequencies which ensures that international services are planned to be free of interference from other services using the same band, need to be considered.

2.48 The principles used for frequency assignment planning for radio navigation aids serving international requirements should, to the extent possible, also be used to satisfy the needs for national radio aids to navigation.

Support to ICAO Positions for ITU World Radiocommunication Conferences (WRCs)

2.49 Considering the importance and continuous demand of the radio frequency spectrum and for the protection of the current aeronautical spectrum and the allocation of new spectrum for the new services and system to be implemented in civil air navigation, States and international organizations are to support ICAO's position at ITU World Radiocommunication Conferences (WRCs) and in regional and other international activities conducted in preparation for ITU WRCs.

Note: The Handbook on Radio Frequency Spectrum Requirements for Civil Aviation (Doc 9718) Volume I, contains ICAO policy statements relevant to the aviation requirements for radio frequency spectrum. The handbook is intended to assist States and ICAO in preparing for ITU WRCs.

3. SPECIFIC REGIONAL REQUIREMENTS

EXAMPLES

3.1 The surveillance systems to be used in the **(NAME)** Region(s) are:

- a) Secondary Surveillance Radars (SSR) Mode A, C and S in terminal and en-route continental airspace;
- b) Primary Surveillance Radars (PSR) mainly in terminal airspace;
- c) Automatic Dependent Surveillance – Broadcast (ADS-B) and Multilateration (MLAT) in terminal areas;
- d) ADS-B and Wide Area Multilateration (WAM) in most of the airspace;
- e) Automatic Dependent Surveillance – Contract (ADS-C) in some parts of the oceanic and remote continental airspace.

(as appropriate)

3.2 *List of assigned frequencies...* **(as appropriate)**

3.3 *Where implemented, the criteria for MLS frequency planning in the **(NAME)** Region(s) should be applied, aimed at allowing the maximum number of MLS-associated DME frequencies on X and Y channels so as to minimize the possible use of W and Z channels.* **(as appropriate)**

**TABLE CNS II-1 - AERONAUTICAL FIXED TELECOMMUNICATIONS NETWORK (AFTN)
PLAN
EXPLANATION OF THE TABLE**

Column

- 1 The AFTN Centres/Stations of each State are listed alphabetically. Each circuit appears twice in the table. The categories of these facilities are as follows:
M - Main AFTN COM Centre
T - Tributary AFTN COM Centre
S - AFTN Station
- 2 Category of circuit:
M - Main trunk circuit connecting Main AFTN communication centres.
T - Tributary circuit connecting Main AFTN communication centre and Tributary AFTN Communications Centre.
S - AFTN circuit connecting an AFTN Station to an AFTN Communication Centre.
- 3 Type of circuit provided:
LTT/a - Landline teletypewriter, analogue (e.g. cable, microwave)
LTT/d - Landline teletypewriter, digital (e.g. cable, microwave)
LDD/a - Landline data circuit, analogue (e.g. cable, microwave)
LDD/d - Landline data circuit, digital (e.g. cable, microwave)
SAT/a/d - Satellite link, with /a for analogue or /d for digital
- 4 Circuit signalling speed in bits/s.
- 5 Circuit protocols
- 6 Data transfer code (syntax):
ITA-2 - International Telegraph Alphabet No. 2 (5-unit Baudot code).
IA-5 - International Alphabet No. 5 (ICAO 7-unit code).
CBI - Code and Byte Independency (ATN compliant).
- 7 Remarks

State/Station	Requirement					Remarks
	Category	Type	Signalling speed	Procotol	Code	
1	2	3	4	5	6	7

TABLE CNS II-2 - REQUIRED ATN INFRASTRUCTURE ROUTING PLAN
Chapter 1 EXPLANATION OF THE TABLE

Column

- 1 Name of the Administration and Location of the ATN Router
- 2 Type of Router (in end systems (ES) of the Administration shown in column 1)
- 3 Type of Interconnection:
Inter Regional: Connection between different Regions/ domains
Intra Regional: Connection within a Region/ domain.
- 4 Connected Router: List of the Administration and location of the ATN routers to be connected with the router shown in column 1.
- 5 Bandwidth: Link Speed expressed in bits per second (bps)
- 6 Network Protocol: If Internet Protocol Suite is used, indicate version of IP (IPv4 or IPv6)
- 7 Via: The media used to implement the interconnection of the routers. (in case of IP service bought from a service provider, indicate VPN)
- 8 Remarks

Administration and Location	Type of Router	Type of Interconnection	Connected Router	Bandwidth	Network Protocol	Via	Remarks
1	2	3	4	5	6	7	8

TABLE CNS II-3 - ATS DIRECT SPEECH CIRCUITS PLAN
EXPLANATION OF THE TABLE

<i>Column</i>	
1 and 2	Circuit terminal stations are listed alphabetically by the Terminal I.
3	A — indicates ATS requirement for the establishment of voice communication within 15 seconds. D — indicates requirements for instantaneous communications.
4	Type of service specified: LTF — landline telephone (landline, cable, UHF, VHF, satellite). RTF — radiotelephone.
5	Type of circuits; Direct (DIR) or Switched (SW). D — indicates a direct circuit connecting Terminals I and II. S — indicates that a direct circuit does not exist and that the connection is established via switching at the switching centre(s) indicated in column 6. IDD — International direct dialling by public switch telephone network <i>Note 1.— Number of D and/or S circuits between Terminals I and II are indicated by numerical prefix, i.e. 2 D/S means 2 direct circuits and one switched circuit.</i> <i>Note 2.— Pending the implementation of proper ATS voice circuits, and provided that aeronautical operational requirements are met, IDD services may be used for the ATS voice communications in low traffic areas.</i>
6	Location of switching centre(s). Alternate routing location, if available, is indicated in brackets.
7	Remarks

ATS requirements for speech communications			Circuit			Remarks
Terminal I	Terminal II	Type	Service	D/S	To be switched via/	
1	2	3	4	5	6	7

TABLE CNS II-4 - HF NETWORK DESIGNATORS
EXPLANATION OF THE TABLE

Column

- 1 Name of station, preceded by its location indicator.
- 2 Network designators assigned to the facility providing HF radiotelephony en-route communications (selected from the provisions of the allotment plan in Appendix S27 to the ITU Radio Regulations).

NOTES

The ICAO designators for HF MWARA and VOLMET networks in the **(NAME)** region(s) are derived from the ITU allotment area abbreviations as contained in Appendix S27 to the ITU Radio Regulations.

ITU allotment area:

Two- and three-letter alpha entries indicate major world air route areas (MWARA): **TBD**

Four-letter alpha entries indicate VOLMET areas: **TBD**

Location Indicator and Name of location	HF en-route family
1	2

HF FREQUENCIES AND THEIR ICAO NETWORK DESIGNATORS BASED ON ITU
APPENDIX S27 ALLOTMENT AREAS

Frequency (kHz)	ITU allotment area	(NAME) xxx	(NAME) xy			Remarks
1	2	3	4	5	6....	8

(NAME) ANP, VOLUME II

PART IV - AIR TRAFFIC MANAGEMENT (ATM)

1. INTRODUCTION

1.1 This part of the (NAME) ANP, Volume II, complements the provisions in ICAO SARPs and PANS related to air traffic management (ATM). It contains dynamic plan elements related to the assignment of responsibilities to States for the provision of ATM facilities and services within a specified area in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300); and mandatory requirements related to ATM facilities and services to be implemented by States in accordance with regional air navigation agreements. Such agreement indicates a commitment on the part of the State(s) concerned to implement the requirement(s) specified.

2. GENERAL REGIONAL REQUIREMENTS

Optimization of traffic flows

2.1 The Planning and Implementation Regional Groups (PIRG), through regional air navigation agreement, are responsible for the optimization of the traffic flows through the continuous improvement of the regional ATS route network and organized track systems and implementation of random routing areas and free route airspace in the Region(s) through the set-up of appropriate mechanisms for regional and inter-regional planning and coordination.

2.2 Whenever practicable, States should, in close coordination with operators, establish the most efficient routings.

2.3 The requirements for regional ATS route network, in particular, for ATS routes over the high seas and airspace of undetermined sovereignty, should be agreed upon through regional air navigation agreement.

Note: States' AIPs and other States publications should be consulted for information on the implemented ATS routes.

Aircraft Identification-SSR Code Management

2.4 Within the context of air traffic management (ATM) and the provision of air traffic services (ATS), SSR code management is a key element of ATM to ensure continuous, unambiguous aircraft identification. The number of secondary surveillance radar (SSR) codes is limited and poor management of the assignment of SSR codes results in capacity constraints and aircraft delays. States and air navigation service providers (ANSP) should apply the SSR Code Allocation Plan approved by the (NAME) PIRG. The SSR Codes Allocation Plan of the (NAME) Region(s) is addressed in the Specific Regional Requirements of Volume II.

3. SPECIFIC REGIONAL REQUIREMENTS

EXAMPLE

Optimization of traffic flows

3.1 The ATS routes agreed through regional air navigation agreement, or the ATS routes agreed through regional air navigation agreement but not implemented for specific reasons (Exact text to be specified by the Regions, as appropriate), are listed in Table ATM II-XX/electronic database and reflected in the Chart ATM II-XX.

Aircraft Identification-SSR Code Management

3.2 *The SSR Codes Allocation Plan of the (NAME) Region is in **Table ATM II-XX** (Exact text to be specified by the Regions, as appropriate).*

EXAMPLES FOR SPECIFIC REGIONAL REQUIREMENTS**Table ATM II-AFI-XX - SSR Code Allocation Plan**

State/FIR	Domestic Codes	Domestic Codes	Transit Codes	Transit Codes
AAAA	2200-2277	2501-2577	6701-6777	0401-0477
BBBB	2100-2177	-	3300-3377	

SAMPLE

EXAMPLE FOR SPECIFIC REGIONAL REQUIREMENTS

Table ATM II-AFI-XX (NAME) Region ATS Routes

EXPLANATION OF THE TABLE

Column

- 1 Designator of ATS route and Type (Conventional, RNAV5 or RNAV1 etc.)
- 2 Significant points defining the ATS routes. Only prominent locations have been listed. Additional points where facilities are provided to complete navigational guidance along a route, but not otherwise marking significant characteristics of the route (change of heading of centre line, intersection with other routes, etc.) have normally not been included. Locations shown in parentheses indicate significant points outside the Region.
- Note 1. Not representing the operator's requirements. Operator's required route and/or navaids are shown in square brackets ([]).
- Note 2. Subject to further study. Including associated navigation aid coverage.
- Note 3. Subject to military agreement.
- Note 4. Not acceptable at present.
- Note 5. At present, implementation possible only during specific periods (e.g. weekends, nights, etc., as published).
- Note 6. At present, implementation of the RNAV route only possible above FL 300, or as published.
- Note 7. Unidirectional use.
- Note 8. For ATS route or part thereof is RNAV 1

Whenever reference to names is made in Table ATM II-XX in connection with the above notes, the following abbreviations, based on those indicated in Location Indicators (Doc 7910), are used:

HE Egypt
 HL Libyan Arab Jamahiriya
 HS Sudan
 OB Bahrain

LOWER AIRSPACE**UPPER AIRSPACE**

Designator Type 1	Significant Points 2	Designator Type 1	Significant Points 2
A1	METRU 340000N 0250900E SOKAL 323601N 0273706E KATEX 320701N 0282436E BOPED 312939N 0292655E ALEXANDRIA (NOZ) 311113N 0295701E MENKU 310531N 0301806E CAIRO (CVO) 300532N 0312318E	UA1	METRU 340000N 0250900E SOKAL 323601N 0273706E KATEX 320701N 0282436E BOPED 312939N 0292655E ALEXANDRIA (NOZ) 311113N 0295701E MENKU 310531N 0301806E CAIRO (CVO) 300532N 0312318E
A16	RASDA 330600N 0305700E MELDO 320201N 0310440E BALTIM (BLT) 313144N 0311035E DEGDI 311429N 0311035E CAIRO (CVO) 300532N 0312318E	UA16	RASDA 330600N 0305700E MELDO 320201N 0310440E BALTIM (BLT) 313144N 0311035E DEGDI 311429N 0311035E CAIRO (CVO) 300532N 0312318E
A408	(ADDIS ABABA) GWZ SALEH 140000N 0420000E ORNIS 1416.2N 04236.9E HODEIDAH 1446.4N 04259.2E	UA408	(ADDIS ABABA) GWZ SALEH 140000N 0420000E ORNIS 1416.2N 04236.9E HODEIDAH 1446.4N 04259.2E
A411	BNINA (BNA) 3207.28N 0201513E NASER 3151.2N 2355.3E LOSUL 314100N 250800E SIDI BARANI (BRN) 313532N 260020E	UA411	BNINA (BNA) 3207.28N 0201513E NASER 3151.2N 2355.3E LOSUL 314100N 250800E SIDI BARANI (BRN) 313532N 260020E

(NAME) ANP, VOLUME II**PART V – METEOROLOGY (MET)****1. INTRODUCTION**

1.1 This part of the (NAME) ANP, Volume II, complements the provisions in the ICAO SARPs and PANS related to aeronautical meteorology (MET). It contains dynamic plan elements related to the assignment of responsibilities to States for the provision of MET facilities and services within a specified area in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300); and mandatory requirements related to the MET facilities and services to be implemented by States in accordance with regional air navigation agreements. Such agreement indicates a commitment on the part of the States concerned to implement the requirements specified.

2. GENERAL REGIONAL REQUIREMENTS*Meteorological offices*

2.1 In the (NAME) Region(s), meteorological watch offices (MWO) have been designated to maintain continuous watch on meteorological conditions affecting flight operations within their area(s) of responsibility, as indicated at **Table MET II-1**.

Meteorological observations and reports

2.2 In the (NAME) Region(s), routine observations, issued as a METAR, should be made throughout the 24 hours of each day at intervals of one hour or, for RS and AS designated aerodromes¹, at intervals of one half-hour at aerodromes as indicated in **Table MET II-2**. For aerodromes included on the VHF VOLMET broadcast as indicated in **Table MET II-3**, routine observations, issued as METAR, should be made throughout the 24 hours of each day. **(at intervals of one half-hour) [if applicable]**.

2.3 At aerodromes that are not operational throughout 24 hours, METAR should be issued at least 3 hours prior to the aerodrome resuming operations in the (NAME) Region(s).

Forecasts

2.4 In the (NAME) Region(s), an aerodrome forecast, issued as a TAF, should be for the aerodromes indicated in **Table MET II-2**.

2.5 In the (NAME) Region(s), the period of validity of a routine TAF should be of 9-, 24-, or 30-hours to meet the requirements indicated in **Table MET II-2**.

2.6 In the (NAME) Region(s), the forecast maximum and minimum temperatures expected to occur during the period of validity, together with their corresponding day and time of occurrence, should be included in TAF at aerodromes indicated in **Table MET II-2**.

2.7 In the (NAME) Region(s), landing forecasts (prepared in the form of a trend forecast) should be provided at aerodromes indicated in **Table MET II-2**.

¹ Refer to Table AOP II-1

Requirements for and use of communications

2.8 Operational meteorological information prepared as METAR, SPECI and TAF for aerodromes indicated in **Table MET II-2**, and SIGMET **and AIRMET [if applicable]** messages prepared for flight information regions or control areas indicated in **Table MET II-1**, should be disseminated to the international OPMET databanks designated for the **(NAME)** Region(s) (namely **(NAME)** of OPMET databank) and to the centre designated for the operation of the aeronautical fixed service satellite distribution system (SADIS) and the Internet-based service (Secure SADIS FTP) and/or WIFS in the **(NAME)** Region(s).

2.9 SIGMET messages should be disseminated to other meteorological offices in the **(NAME)** Region(s). **(in accordance with the regional OPMET bulletin exchange scheme) [if applicable]**

2.10 Special air-reports that do not warrant the issuance of a SIGMET should be disseminated to other meteorological offices in the **(NAME)** Region(s). **(in accordance with the regional OPMET bulletin exchange scheme) [if applicable]**

2.11 In the **(NAME)** Region(s), meteorological information for use by aircraft in flight should be supplied through VOLMET broadcasts.

2.12 In the **(NAME)** Region(s), the aerodromes for which METAR and SPECI are to be included in VOLMET broadcasts, the sequence in which they are to be transmitted and the broadcast time, is indicated in **Table MET II-3**.

3. SPECIFIC REGIONAL REQUIREMENTS

EXAMPLES

Meteorological observations and reports

3.1 *For the EUR Region, routine observations, issued as METAR, should be made throughout the 24 hours of each day at intervals of one half-hour.*

3.2 *In the (NAME) Region, aeronautical meteorological stations have been established on offshore structures or at other points of significance in support of helicopter operations to offshore structures, as indicated at Table MET II-X (Former MET 1C Offshore structures). [if applicable]*

3.4 *In the (NAME) Region, information on the sea-surface temperature and the state of the sea or the significant wave height from aeronautical meteorological stations established on offshore structures in support of helicopter operations should be included as supplementary information in METAR and SPECI as indicated in Table MET II-X (MET 1C Offshore structures). [if applicable]*

3.5 *In the (NAME) Region, information on the state of the runway should be included as supplementary information in METAR and SPECI as indicated in Table MET II-2 (Former MET 1A Aerodrome meteorological offices). [if applicable]*

3.6 *In the (NAME) Region, GAMET area forecasts and/or area forecasts for low-level flights in chart form prepared in support of the issuance of AIRMET information, and AIRMET information for low-level flights relevant to the whole route, should be supplied to operators and flight crew members and kept up to date. Section II of the GAMET area forecast should include information, in addition to the provisions in Annex 3, as contained at Appendix MET LLF to Part V (MET). [if applicable]*

AIRMET information

3.7 In the (NAME) Region, AIRMET information should be issued by a MWO for its areas of responsibility as indicated in Table MET II-1 (Former MET 1B Meteorological watch offices). [if applicable]

OPMET information

3.8 In the EUR Region, The details of the exchange scheme to be used the OPMET information is given in the EUR Region – EUR OPMET Data Management Handbook (EUR Doc 018). [if applicable]

Service for operators and flight crew members

3.9 In the (NAME) Region, meteorological information for pre-flight planning by operators of helicopters flying to offshore structures as indicated in Table MET II-X (Former MET 1C Offshore structures) should include data covering the layers from sea level to FL 100. Particular mention should be made of [the expected surface visibility, the amount, type (where available), base and tops of cloud below FL 100, the sea state and sea-surface temperature, the mean sea-level pressure and the occurrence or expected occurrence of turbulence and icing]. [if applicable]

3.10 In the APAC Region, scheduled VOLMET broadcasts should contain TAF and SIGMET.

3.11 In the APAC Region, METAR, SPECI and TAF should be available for uplink to aircraft in flight via D-VOLMET.

TABLE MET II-1 - METEOROLOGICAL WATCH OFFICES
EXPLANATION OF THE TABLE

Column

- 1 Name of the State where meteorological service is required
- 2 Name of the flight information region (FIR) or control area (CTA) where meteorological service is required
Note: The name is extracted from the ICAO Location Indicators (Doc 7910) updated quarterly. If a State wishes to change the name appearing in Doc 7910 and this table, ICAO should be notified officially.
- 3 ICAO location indicator of the FIR or CTA
- 4 Name of the meteorological watch office (MWO) responsible for the provision of meteorological service for the FIR or CTA
Note: The name is extracted from the ICAO Location Indicators (Doc 7910) updated quarterly. If a State wishes to change the name appearing in Doc 7910 and this table, ICAO should be notified officially.
- 5 ICAO location indicator of the responsible MWO
- 6 Requirement for SIGMET information (excluding for volcanic ash and for tropical cyclones) to be provided by the MWO for the FIR or CTA concerned, where:
 Y – Yes, required
 N – No, not required
- 7 Requirement for SIGMET information for volcanic ash to be provided by the MWO for the FIR or CTA concerned, where:
 Y – Yes, required
 N – No, not required
- 8 Requirement for SIGMET information for tropical cyclone to be provided by the MWO for the FIR or CTA concerned, where:
 Y – Yes, required
 N – No, not required
- 9 Requirement for AIRMET information to be provided by the MWO for the FIR or CTA concerned, where:
 Y – Yes, required
 N – No, not required

State	FIR or CTA where meteorological service is required		Responsible meteorological watch office		Meteorological service to be provided			
	Name	ICAO Location Indicator	Name	ICAO Location Indicator	SIGMET (WS)	SIGMET (WV)	SIGMET (WC)	AIRMET (WA)
1	2	3	4	5	6	7	8	9
Albania	TIRANA FIR/ACC	LAAA	TIRANA	LATI	Y	Y		N
...

TABLE MET II-2 - AERODROME METEOROLOGICAL OFFICES
EXPLANATION OF THE TABLE

Column

- 1 Name of the State where meteorological service is required
- 2 Name of the AOP aerodrome where meteorological service is required
Note: The name is extracted from the ICAO Location Indicators (Doc 7910) updated quarterly. If a State wishes to change the name appearing in Doc 7910 and this table, ICAO should be notified officially.
- 3 ICAO location indicator of the AOP aerodrome
- 4 Designation of AOP aerodrome:
 RG - international general aviation, regular use
 RS - international scheduled air transport, regular use
 RNS - international non-scheduled air transport, regular use
 AS - international scheduled air transport, alternate use
 ANS - international non-scheduled air transport, alternate use
- 5 Name of the aerodrome meteorological office responsible for the provision of meteorological service
Note: The name is extracted from the ICAO Location Indicators (Doc 7910) updated quarterly. If a State wishes to change the name appearing in Doc 7910 and this table, ICAO should be notified officially.
- 6 ICAO location indicator of the responsible aerodrome meteorological office
- 7 Requirement for METAR/SPECI from the aerodrome concerned, where:
 Y – Yes, required
 N – No, not required
- 8 Requirement for information on the state of the runway provided by the appropriate airport authority to be included as supplementary information in METAR/SPECI from the aerodrome concerned, where:
 Y – Yes, required
 N – No, not required
- 9 Requirement for trend forecast to be appended to METAR/SPECI from the aerodrome concerned, where:
 Y – Yes, required
 N – No, not required
- 10 Requirement for TAF from the aerodrome concerned, where
 C - Requirement for 9-hour validity aerodrome forecasts in TAF code (9H)
 T - Requirement for 18/24-hour validity aerodrome forecasts in TAF code (18/24H)
 X - Requirement for 30-hour validity aerodrome forecasts in TAF code (30H)
 N – No, not required
- 11 Requirement for maximum and minimum temperature (expected to occur during the period of validity of the TAF) to be included in TAF from the aerodrome concerned, where:
 Y – Yes, required
 N – No, not required
- 12 Availability of METAR/SPECI and TAF from the aerodrome concerned, where:
 F – Full availability : OPMET information as listed issued for the aerodrome all through the 24-hour period
 P – Partial availability: OPMET information as listed not issued for the aerodrome for the entire 24-hour period

TABLE MET II-2 - AERODROME METEOROLOGICAL OFFICES

State	AOP aerodrome where meteorological service is to be provided			Responsible aerodrome meteorological office		Observations and forecasts to be provided					METAR/SPECI and TAF
	Name	ICAO Location Indicator	Use	Name	ICAO Location Indicator	METAR/SPECI	State of the runway	Trend forecast	TAF	Temperature Tx/Tn	
1	2	3	4	5	6	7	8	9	10	11	12
Algeria	ADRAR/TOUAT-CHEIKH SIDI MOHAMED BELKEBIR	DAUA	RS	ADRAR/TOUAT-CHEIKH SIDI MOHAMED BELKEBIR	DAUA	Y	N	N	N	N	F
...

TABLE MET II-3 – VOLMET BROADCASTS [FORMER ATS 2]**EXPLANATION OF THE TABLE**

The transmitting station appears at the top of each block.

Names in lower case letters indicate aerodromes for which reports (routine or selected special) are required.

Names in upper-case letters indicate aerodromes for which forecasts are required.

Example:

Tokyo	Hong Kong	Auckland	
10–15 40–45	15–20 45–50	20–25	50–55
Tokyo (Narita) Tokyo (Haneda) Sapporo Nagoya (Chubu Centrair) Osaka (Kansai) Fukuoka Incheon SIGMET TOKYO (NARITA) OSAKA (KANSAI)	Hong Kong Naha Taibei Gaoxiong Manila Mactan Guangzhou SIGMET HONG KONG	Auckland Christchurch Wellington Nadi Faleolo* Nouméa Rarotonga* Tahiti SIGMET NADI NOUMÉA	Auckland Christchurch Wellington Nadi Faleolo* Nouméa Pago Pago* Tahiti SIGMET AUCKLAND CHRISTCHURCH

* No TREND available

EXAMPLE FOR SPECIFIC REGIONAL REQUIREMENTS
TABLE MET II-EUR-1 -OFFSHORE STRUCTURES
EXPLANATION OF THE TABLE

Column

- 1 Name of the State where meteorological service is required
- 2 Name of the offshore structure where meteorological service is required
Note: The name is extracted from the ICAO Location Indicators (Doc 7910) updated quarterly. If a State wishes to change the name appearing in Doc 7910 and this table, ICAO should be notified officially.
- 3 ICAO location indicator of the offshore structure
- 4 Latitude of the offshore structure (in the form Nnnnn or Snnnn)
- 5 Longitude of the offshore structure (in the form Ennnnn or Wnnnnn)
- 6 Name of the meteorological office responsible for the provision of meteorological service
Note: The name is extracted from the ICAO Location Indicators (Doc 7910) updated quarterly. If a State wishes to change the name appearing in Doc 7910 and this table, ICAO should be notified officially.
- 7 ICAO location indicator of the responsible meteorological office
- 8 Availability of information on the sea surface temperature as supplementary information in METAR/SPECI from the offshore structure concerned, where:
Y – Yes, available
N – No, not available
- 9 Availability of information on the state of the sea or significant wave height as supplementary information in METAR/SPECI from the offshore structure concerned, where:
Y – Yes, available
N – No, not available
- 10 Availability of forecasts from the offshore structure concerned, where:
Y – Yes, available
N – No, not available

EUR REGION ONLY

State	Offshore structure where meteorological service is to be provided				Responsible meteorological office		Availability of supplementary information in METAR/SPECI		Availability of forecasts
	Name	ICAO Location Indicator	Latitude	Longitude	Name	ICAO Location Indicator	Sea surface temperature	State of the sea or significant wave height	
1	2	3	4	5	6	7	8	9	10
Norway	EKOFISK	ENEK	N5632	E00312	Y	Y	Y
...

EXAMPLE FOR SPECIFIC REGIONAL REQUIREMENTS
Appendix MET LLF to Part V (MET) Volume II
EUR REGION ONLY

In the EUR Region, Section II of the GAMET area forecast should include the following information in addition to the provisions in Annex 3:

- a) Short description of general weather situation in addition to the description of pressure centres and fronts;
- b) Information about mean surface wind also for values less than 15 m/s (30kt);
- c) Upper wind and temperature in mountainous areas for altitude 15000ft, or higher if necessary;
Note – Upper wind and temperature information should have a horizontal resolution no more than 500km;
- d) Information about widespread surface visibility of 5000 m or more, together with the weather phenomena (if any) causing a reduction of visibility and inserted between the upper wind and cloud information;
- e) State of the sea and sea surface temperature; and
Note – States under whose jurisdiction off-shore structures or other points of significance in support of off-shore helicopter operations are located should in consultation with the appropriate operators, establish or arrange for the information on the state of the sea and sea surface temperature to be included in all low-level area forecasts.
- f) An outlook concerning expected hazardous weather phenomena during the following validity period.

Note 1. – When the area forecast for low-level flights is issued as a GAMET, the following regional procedures should be followed:

- i. the term "widespread" should be used to indicate a spatial coverage of more than 75 per cent of the area concerned; and
- ii. the visibility and cloud base information in section II may be complemented in the form of visibility/cloud base categories.

Note 2. – Where combined cloud/visibility information is provided, this information should be in the form of visibility/cloud base categories and should be supplied for well-defined sub-areas and/or route segments. A list of sub-areas and/or route segments for which forecasts for low-level flights are provided in condensed form should be published in the AIP. For each sub-area and/or route segment, the reference height to which the cloud-base information refers, should be specified.

Note 3. – Where visibility/cloud-base categories are used in low-level forecasts these should be as follows:

- O* visibility equal to or more than 8 km and cloud-base equal to or higher than 600 m (2000 ft);
- D* visibility equal to or more than 5 km but less than 8 km with cloud-base 300 m (1000 ft) or higher, or cloud-base equal to 300 m (1000 ft) or higher but less than 600 m (2000 ft) with visibility equal to or more than 8 km;
- M* visibility equal to or more than 1.5 km but less than 5 km with cloud-base equal to or higher than 150 m (500 ft), or cloud-base equal to or higher than 150 m (500 ft) but less than 300 m (1000 ft) with visibility equal to or more than 5 km;
- X* visibility less than 1.5 km and/or cloud-base less than 150 m (500 ft). The visibility/cloud-base category indicated in the forecast for a sub-area should refer to the prevailing conditions in the sub-area concerned. Cloud information should refer to clouds with a coverage of BKN or OVC.

(NAME) ANP, VOLUME II

PART VI - SEARCH AND RESCUE (SAR)

1. INTRODUCTION

1.1 This part of the (NAME) ANP, Volume II, complements the provisions in ICAO SARPs and PANS related to search and rescue (SAR). It contains dynamic plan elements related to the assignment of responsibilities to States for the provision of SAR facilities and services within a specified area in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300); and mandatory requirements related to the SAR facilities and services to be implemented by States in accordance with regional air navigation agreements. Such agreement indicates a commitment on the part of the State(s) concerned to implement the requirement(s) specified.

2. GENERAL REGIONAL REQUIREMENTS

2.1 The Rescue Coordination Centres (RCCs) and Rescue Sub-Centres (RSCs) for the (NAME) Region(s) are listed in **Table SAR II-1** and depicted in **Chart SAR II-1**.

2.2 In cases where the minimum SAR facilities are temporarily unavailable, alternative suitable means should be made available.

2.3 In cases where a SAR alert is proximate to a search and rescue region (SRR) boundary (e.g. 50 NM or less), or it is unclear if the alert corresponds to a position entirely contained within an SRR, the adjacent RCC or RSC should be notified of the alert immediately.

3. SPECIFIC REGIONAL REQUIREMENTS

3.1. *The details of the facilities and/or services to be provided to fulfil the basic requirements of the plan could be found in this part. Such agreement indicates a commitment on the part of the State(s) concerned to implement the requirement(s) specified. [if required]*

TABLE SAR II-1 - SEARCH AND RESCUE FACILITIES IN THE (NAME) REGION(S)
EXPLANATION OF THE TABLE*Column*

- 1 State
- 2 Name of the Rescue Coordination Centre (RCC) and Rescue Sub-centre (RSC).
- 3 SAR points of contact (SPOC). Name of the SPOC.
- 4 Remarks. Supplementary information such as the type of RCC (e.g. maritime or aviation or joint).

State	Name of and RCC/RSC	SPOC	Remarks
1	2	3	4
AMSWELL	NIBORD RCC XXXXXX RSC	Nibord RCC	

(NAME) ANP, VOLUME II

PART VII - AERONAUTICAL INFORMATION MANAGEMENT (AIM)

1. INTRODUCTION

1.1 This part of the (NAME) ANP, Volume II, complements the provisions in ICAO SARPs and PANS related to AIS/AIM and aeronautical charts (MAP). It contains dynamic plan elements related to the assignment of responsibilities to States for the provision of AIS/AIM facilities and services within a specified area in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300); and mandatory requirements related to the AIS/AIM facilities and services to be implemented by States in accordance with regional air navigation agreements. Such agreement indicates a commitment on the part of the State(s) concerned to implement the requirement(s) specified.

2. GENERAL REGIONAL REQUIREMENTS

2.1 The responsibility for the provision of AIS/AIM facilities and services in the (NAME) Region(s), is reflected in the (NAME) **Table AIM II-1**, which shows the list of designated international NOTAM Office (NOF), designated State for AIP production, designated State for aeronautical charts (MAP) production, designated State for the provision of the authoritative Integrated Aeronautical Information Database (IAID) and designated State for the provision of the pre-flight information services.

2.2 States should designate and implement an authoritative Integrated Aeronautical Information Database (IAID) where data sets are integrated and used to produce current and future AIS/AIM products and services, which is a fundamental step in the transition to AIM. The designation of authoritative databases should be clearly stated in the Aeronautical Information Package AIP.

2.3 The national plans for the transition from AIS to AIM identifying clearly the timelines for the implementation of the different elements of the ICAO Roadmap for the transition from AIS to AIM should be submitted by States to the ICAO (NAME) Regional Office(s). States should also inform the ICAO (NAME) Regional Office(s) of any update.

2.4 States should take necessary measures to ensure that aeronautical information and data they provide meet the regulatory Aeronautical Data quality requirements.

2.5 The Quality Management System (QMS) in AIS/AIM should define procedures to meet the safety and security objectives associated with the management of aeronautical data and information.

2.6 Recognizing the need to maintain or enhance existing safety levels of operations, States should ensure that any change to the existing systems or the introduction of new systems used for processing aeronautical data and/or information are preceded by a safety assessment.

2.7 Technical services responsible for origination of the raw aeronautical information should be acquainted with the requirements for promulgation and advance notification of changes that are operationally significant as established in Annexes 11 and 14 and other relevant ICAO documentation. They should take due account of the time needed by AIS/AIM for the preparation, production and issue of the relevant material, including the compliance with the AIRAC procedures.

2.8 AIS/AIM personnel should be involved in the air navigation planning processes. This should ensure the timely preparation of appropriate AIS documentation and that the effective dates for changes to

the air navigation system and procedures are satisfied.

2.9 States should produce relevant aeronautical charts required for civil air operations employing visual air navigation independently or in support of other forms of air navigation. The production responsibility for sheets of the World Aeronautical Chart (WAC) — ICAO 1: 1 000 000 or Aeronautical Chart — ICAO 1: 500 000 (*as an alternative to the World Aeronautical Chart — ICAO 1:1 000 000*) is set out in **Table AIM II-2**.

3. SPECIFIC REGIONAL REQUIREMENTS

3.1 *TBD (e.g. EAD for Europe, AIS/AIM Certification for EUR and MID, etc.)*

TABLE AIM II-1 - RESPONSIBILITY FOR THE PROVISION OF AIS/AIM FACILITIES AND SERVICES**EXPLANATION OF THE TABLE***Column:*

- 1 Name of the State or territory
- 2 Designated international NOTAM Office (NOF)
- 3 Designated State for AIP production
- 4 Designated State for aeronautical charts (MAP) production
- 5 Designated State for the provision of the authoritative Integrated Aeronautical Information Database (IAID)
- 6 Designated State for the provision of pre-flight information services
- 7 Remarks — additional information, as appropriate.

State	NOF	AIP	MAP	IAID	Pre-flight briefing	Remarks
1	2	3	4	5	6	7

**TABLE AIM II-2 - PRODUCTION RESPONSIBILITY FOR SHEETS OF THE WORLD
AERONAUTICAL CHART - ICAO 1:1 000 000 OR AERONAUTICAL CHART — ICAO 1: 500 000****EXPLANATION OF THE TABLE***Column:*

- 1 Name of the State accepting production responsibility.
- 2 World Aeronautical Chart — ICAO 1:1 000 000/Aeronautical Chart — 1: 500 000 sheet number(s) for which production responsibility is accepted.
- 3 Remarks.

Note — In those instances where the production responsibility for certain sheets has been accepted by more than one State, these States by mutual agreement should define limits of responsibility for those sheets. This should be reflected in the Remarks column

State	Sheet number(s)	Remarks
1	2	3

APPENDIX B

(NAME) AIR NAVIGATION PLAN

VOLUME II

(*NAME*) AIR NAVIGATION PLAN

VOLUME II

TABLE OF CONTENTS

PART 0 — Introduction	
PART I — General Planning Aspects (GEN)	
Table GEN II-1 — Homogeneous areas and major traffic flows identified in the Region	
PART II — Aerodromes / Aerodrome Operations (AOP)	
General Regional Requirements	
Table AOP II-1 — Requirements and capacity assessment in international aerodromes in the Region	
Specific Regional Requirements	
PART III — Communications, Navigation and Surveillance (CNS)	
General Regional Requirements	
Table CNS II-1 — AFTN Plan	
Table CNS II-2 — Required ATN Infrastructure Routing Plan	
Table CNS II-3 — ATS Direct Speech Circuits Plan	
Table CNS II-4 — HF Network designators applicable for the Region	
Specific Regional Requirements	
PART IV — Air Traffic Management (ATM)	
General Regional Requirements	
Specific Regional Requirements	
PART V — Meteorology (MET)	
General Regional Requirements	
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]	
Specific Regional Requirements	
PART VI — Search and Rescue Services (SAR)	
General Regional Requirements	
Table SAR II-1 — Rescue Coordination Centres (RCCs) and Rescue Sub-centres (RSCs) in the Region	
Chart SAR II-1 — Rescue Coordination Centres (RCCs) and Rescue Sub-Centres (RSCs) for the (NAME) Region(s)	
Specific Regional Requirements	
PART VII — Aeronautical Information Management (AIM)	
General Regional Requirements	
Table AIM II-1 - Responsibility for the provision of AIS/AIM Facilities and Services in the Region	
Table AIM II-2 - Production responsibility for sheets of the World Aeronautical Chart — ICAO 1: 1 000 000 or Aeronautical Chart — ICAO 1: 500 000	
Specific Regional Requirements	

(NAME) ANP, VOLUME II
PART 0 – INTRODUCTION

1. GENERAL

1.1 The background to the publication of ANPs in three volumes is explained in the Introduction in Volume I. The procedure for amendment of Volume II is also described in Volume I.

1.2 Volume II contains dynamic plan elements related to:

- a) the assignment of responsibilities to States for the provision of aerodrome and air navigation facilities and services; and
- b) the mandatory requirements related to aerodrome and air navigation facilities and services to be implemented by States in accordance with regional air navigation agreements.

1.3 Volume II does not list all facilities in the region(s) but only those required for international civil aviation operations in accordance with regional air navigation agreements. A regional air navigation agreement indicates a commitment on the part of the State(s) concerned to implement the requirement(s) specified. Documents from the Integrated Aeronautical Information Package and other publications should be consulted for information on additional facilities and for operational information in general. Detailed guidance material or concepts, complementary to the material in Volumes I, II and III are contained in documents that are referenced as (NAME) Documents.

2. MANAGEMENT OF REGIONAL AIR NAVIGATION PLANS

2.1 The elements in Volume II are reviewed by the (NAME of PIRG) in accordance with its schedule of meetings, in consultation with provider and user States, and with the assistance of the ICAO (NAME) Regional Office(s).

2.2 The information on States' facilities and services included in Volume II, should be updated following the process of regional air navigation agreements.

2.3 The development and maintenance of region-specific documents that provide detailed guidance material or concepts that are complementary to the material in Volumes I, II and III is the responsibility of the (NAME of PIRG).

(NAME) ANP, VOLUME II

PART I – GENERAL PLANNING ASPECTS (GEN)

1. INTRODUCTION

1.1. The material in this part of Volume II of ANP is applicable to one or more parts of the ANP. It should be taken into consideration in the overall planning process for the (NAME) Region(s).

2. GENERAL REGIONAL REQUIREMENTS

2.1. To facilitate air navigation systems planning and implementation, homogenous ATM areas and/or major traffic flows/routing areas have been defined for the Region(s). While these areas of routing do not encompass all movements in the Region(s), they include the major routes. This includes the domestic flights in that particular area of routing.

Homogeneous ATM area

2.2. A homogeneous ATM area is an airspace with a common ATM interest, based on similar characteristics of traffic density, complexity, air navigation system infrastructure requirements or other specified considerations. In such an ATM area a common detailed plan will foster the implementation of interoperable ATM systems. Homogeneous ATM areas may extend over States, specific portions of States, or groupings of States. They may also extend over large oceanic and continental areas. They are considered areas of shared interest and requirements.

2.3. The method of identifying homogeneous ATM areas involves consideration of the varying degrees of complexity and diversity of the worldwide air navigation infrastructure. Based on these considerations, planning could best be achieved at the global level if it was organized based on ATM areas of common requirements and interest, taking into account traffic density and the level of sophistication required.

Major traffic flows/routing areas

2.4. A major traffic flow refers to a concentration of significant volumes of air traffic on the same or proximate flight trajectories. Major traffic flows may cross several homogeneous ATM areas with different characteristics.

2.5. A routing area encompasses one or more major traffic flows, defined for the purpose of developing a detailed plan for the implementation of ATM systems and procedures. A routing area may cross several homogeneous ATM areas with different characteristics. A routing area specifies common interests and requirements of underlying homogeneous areas, for which a detailed plan for the implementation of ATM systems and procedures either for airspace or aircraft will be specified.

2.6. The homogeneous ATM areas and major traffic flows/routing areas identified are given in **Table GEN II-1**.

TABLE GEN II-1 - HOMOGENEOUS ATM AREAS AND/OR MAJOR TRAFFIC FLOWS IDENTIFIED IN THE (NAME) REGION(S)

EXPLANATION OF TABLE

Column		
1	Area of routing (AR)	Sequential number of area of routing
2	Homogeneous Areas and/or Traffic flows	Brief description and/or name
3	FIRs involved	List of FIRs concerned
4	Type of area covered	Brief description of type of area, examples: Oceanic or Continental High or low density Oceanic en-route or Continental en-route
5	Remarks	Homogeneous ATM Area and/or Major Traffic Flow and Region(s) concerned

Area of routing (AR)	Homogeneous Areas and/or Traffic flows	FIRs involved	Type of area covered	Remarks
1	2	3	4	5

(NAME) ANP, VOLUME II**PART II – AERODROMES / AERODROME OPERATIONS (AOP)****1. INTRODUCTION**

1.1 This part of the (NAME) ANP, Volume II, complements the provisions in ICAO SARPs and PANS related to aerodrome design and operations (AOP). It contains dynamic plan elements related to the assignment of responsibilities to States for the provision of AOP facilities and services within a specified area in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300); and mandatory requirements related to AOP facilities and services to be implemented by States in accordance with regional air navigation agreements. Such agreement indicates a commitment on the part of the State(s) concerned to implement the requirement(s) specified.

2. GENERAL REGIONAL REQUIREMENTS

2.1 **Table AOP II-1** contains the list of facilities and services to be provided by the State concerned at each aerodrome that is listed in **Table AOP I-1** in Volume I. Table AOP II-1 shows the operational requirements at each aerodrome to be considered in planning the facilities and services for safe and efficient aircraft operations.

Visual aids for low visibility aerodrome operations

2.2 At aerodromes where there is a requirement to conduct low visibility operations, the appropriate visual and non-visual aids should be provided.

Non-precision approach aids

2.3 Where required by the topographic and/or environmental situation of an aerodrome, improved track guidance during departure and/or approach by specific non-visual and/or visual aids should be provided even if such aids would not normally be required in accordance with the SARPs.

Reduced runway declared distances for take-off

Note. — In the following operational requirements the term “intersection” is used to cover both intersection and junction concepts.

2.4 The reduced runway declared distances for take-off, as for those used for full runway declared distances, should consist of take-off run available (TORA), take-off distance available (TODA) and accelerate-stop distance available (ASDA).

2.5 The datum-line from which the reduced runway declared distances for take-off should be determined is defined by the intersection of the downwind edge of the specific taxiway with the runway edge. The loss, if any, of runway length due to alignment of the aircraft prior to take-off should be taken into account by the operators for the calculation of the aircraft’s take-off weight.

2.6 Intersections used as intermediate take-off positions should be identified by the “taxiway designator” to which the datum-line of the associated reduced runway declared distance for take-off refers.

2.7 At each international aerodrome, specific minima visibility for take-off should be established, regulating the use of intersection take-off positions. These minima should permit the appropriate ATC unit to maintain a permanent surveillance of the ground movement operations, and the flight crews to constantly secure their position on the manoeuvring area, so as to exclude any potential risk of confusion as

to the identification of the aircraft and intersections used for take-off. The minima should be consistent with the surface movement guidance and control system (SMGCS) provided at the aerodrome concerned.

2.8 The provision of marking and lighting aids together with signs should ensure the safe control and guidance of aircraft towards and at take-off intersections appropriate to the minima visibility criteria retained. At the runway holding position of the associated intersection take-off position, such signs should indicate the runway heading and the remaining TORA in metres.

2.9 At aerodromes regularly used by international commercial air transport, take-offs from runway/taxiway intersections may be justified for the following reasons:

- a) runway capacity improvement;
- b) taxi routes distances reduction;
- c) noise alleviation; and
- d) air pollution reduction.

2.10 The appropriate authorities should, upon prior consultation with aircraft operators, agree on the selection of suitable intermediate intersection take-off positions along the runway(s). Accordingly, authorities should determine the reduced runway declared distances for take-off associated with each selected intersection take-off position and establish the specific ATC rules and operational procedures/limitations. Such provisions should be published in the State aeronautical information publications (AIP).

Aerodrome capacity management

2.11 As an integral part of the air navigation system, the aerodrome should provide the needed ground infrastructure including, *inter alia*, lighting; taxiways; runway, including exits; aprons and precise surface guidance to improve safety and to maximize aerodrome capacity in all weather conditions. An efficient aerodrome capacity planning and management should include:

- a) reduction of runway occupancy time;
- b) the capability to safely manoeuvre in all weather conditions whilst maintaining capacity;
- c) precise surface guidance to and from a runway required in all conditions; and
- d) availability of information on the position (to an appropriate level of accuracy) and intent of all vehicles and aircraft operating on the movement area for the appropriate ATM community members.

2.12 States should ensure that adequate consultation and, where appropriate, cooperation between airport authorities and users/other involved parties are implemented at all international aerodromes to satisfy the provisions of aerodrome capacity assessment and requirement.

2.13 When international aerodromes are reaching designed operational capacity, a better and more efficient utilization of existing runways, taxiways and aprons is required. Runway selection procedures and standard taxi routes at aerodromes should ensure an optimum flow of air traffic with a minimum of delay and a maximum use of available capacity. They should also, if possible, take account of the need to keep taxiing times for arriving and departing aircraft as well as apron occupancy time to a minimum. The airport collaborative decision making (A-CDM) concept should be implemented to improve airport capacity as early as possible.

Aerodrome capacity assessment and requirement

2.14 The declared capacity/demand condition at aerodromes should be periodically reviewed in terms of a qualitative analysis for each system component and, when applicable, the result of the qualitative assessment upon mutual agreement be used for information.

2.15 The future capacity/demand, based on a forecast for the next five years, should be agreed upon after close cooperation between aerodrome authorities and affected users.

2.16 Operators should consult with aerodrome authorities when future plans indicate a significant increased requirement for capacity resulting in one of the elements reaching a limiting condition.

2.17 Aerodrome capacity should be assessed by aerodrome authorities in consultation with the parties involved for each component (terminal/apron/aircraft operations) using agreed methods and criteria for level of delays.

2.18 Where restrictions in aerodrome capacity are identified, a full range of options for their reduction or removal should be evaluated by the aerodrome authority, in close cooperation with the operators and other involved parties. Such options should include technical/operational/procedural and environmental improvements and facility expansion.

2.19 At many aerodromes, airspace capacity has influence on the aerodrome capacity. If the declared capacity of a specified airspace has influence on aerodrome operations, this should be indicated and action undertaken to reach a capacity in this airspace corresponding to the aerodrome capacity.

2.20 The possibility of overcoming capacity limitations should also take the use of other aerodromes in the vicinity into consideration.

Closure of regular aerodromes

2.21 When a regular aerodrome is to be closed, States should ensure that sufficient alternate aerodromes remain open to provide for the safety and efficiency of aircraft approaching the regular aerodrome that may be required to divert to an alternate.

Scheduling aerodrome maintenance

2.22 States, when planning major aerodrome maintenance work that would affect the regularity of international aircraft operations, should consider the need to notify aircraft operators sufficiently in advance prior to undertaking the scheduled work.

3. SPECIFIC REGIONAL REQUIREMENTS

3.1 TBD (if required).

Table AOP II-1 – REQUIREMENTS AND CAPACITY ASSESSMENT**EXPLANATION OF THE TABLE**

Note: Columns 3 to 5 for physical characteristics relate to runways and taxiways. The physical characteristics of taxiways and aprons should be compatible with the aerodrome reference code (Column 3) and appropriate for the runways with which they are related.

Column

- 1 Name of the city and aerodrome, preceded by the location indicator.
Note 1— When the aerodrome is located on an island and no particular city or town is served by the aerodrome, the name of the island is included instead of a city.
Designation of the aerodrome as:
RS — international scheduled air transport, regular use;
RNS — international non-scheduled air transport, regular use;
AS — international scheduled air transport, alternate use; and
ANS — international non-scheduled air transport, alternate use.
- 2 Required rescue and firefighting service (RFF). The required level of protection expressed by means of an aerodrome RFF category number, in accordance with Annex 14, Volume I, 9.2.
- 3 Aerodrome reference code (RC). The aerodrome reference code for aerodrome characteristics expressed in accordance with Annex 14, Volume I, chapter 1. The code letter or number within an element selected for design purposes is related to the critical aeroplane characteristics for which the facilities are provided.
- 4 Runway Designation numbers
- 5 Type of each of the runways to be provided. The types of runways, as defined in Annex 14, Volume I, Chapter 1, are:
NINST — non-instrument runway;
NPA — non-precision approach runway;
PA1 — precision approach runway, Category I;
PA2 — precision approach runway, Category II;
PA3 — precision approach runway, Category III.
- 6 Remarks. Additional information including critical design aircraft selected for determining RC, critical aircraft selected for determining the RFF category and critical aircraft for pavement strength. Only one critical aircraft type is shown if it is used to determine all the above three elements: otherwise different critical aircraft types need to be shown for different elements.

City/Aerodrome/Designation	RFF category	Physical characteristics			Remarks
		RC	RWY No.	RWY type	
1	2	3	4	5	6

(NAME) ANP, VOLUME II**PART III – COMMUNICATIONS, NAVIGATION AND SURVEILLANCE (CNS)****1. INTRODUCTION**

1.1 This part of the (NAME) ANP, Volume II, complements the provisions in ICAO SARPs and PANS related to communication, navigation and surveillance (CNS). It contains dynamic plan elements related to the assignment of responsibilities to States for the provision of CNS facilities and services within a specified area in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300); and mandatory requirements related to CNS facilities and services to be implemented by States in accordance with regional air navigation agreements. Such agreement indicates a commitment on the part of the State(s) concerned to implement the requirement(s) specified.

2. GENERAL REGIONAL REQUIREMENTS**Communications***Aeronautical Fixed Service (AFS)*

2.1 The aeronautical fixed service should comprise the following systems and applications that are used for ground-ground (i.e. point-to-point and/or point-to-multipoint) communications in the international aeronautical telecommunication service:

- a) ATS direct speech circuits and networks;
- b) meteorological operational circuits, networks and broadcast systems, including World Area Forecast System – Internet File Service (WIFS) and/or Satellite Distribution System for Information Relating to Air Navigation (SADIS);
- c) the aeronautical fixed telecommunications network (AFTN);
- d) the common ICAO data interchange network (CIDIN);
- e) the air traffic services (ATS) message handling services (AMHS); and
- f) the inter-centre communications (ICC).

2.2 To meet the data communication requirements, a uniform high-grade aeronautical network should be provided, based on the aeronautical telecommunication network (ATN), taking into account the existence and continuation of current networks.

2.3 Contingency procedures should be in place to ensure that, in case of a communication centre breakdown, all the parties concerned are promptly informed of the prevailing situation. All possible arrangements should be made to ensure that, in case of breakdown of a communications centre or circuit, at least high-priority traffic continues to be handled by appropriate means.

2.4 AFS planning should permit flexibility in detailed development and implementation. The required AFTN Stations and Centres are listed in the AFTN Plan in **Table CNS II-1**.

The Aeronautical Telecommunication Network (ATN)

2.5 The ATN should be able to:

- a) support applications carried by the existing networks;
- b) support gateways enabling inter-operation with existing networks; and
- c) support ground-ground communications traffic associated with air-ground data link applications.

2.6 The ATN should make optimum use of dedicated bilateral/multilateral aeronautical links and other communication means commensurate with the operational Quality of Service (QoS) requirements.

2.7 The implementation of the ATN should take into account the need for cost-effective evolution in terms of network capacity, requirements and time-frame and allow for a progressive transition from existing communication networks and services to a uniform, harmonised and integrated communications infrastructure, capable of supporting the implementation of future aeronautical services such as Flight and Flow Information in a Collaborative Environment (F-FICE), System-Wide Information Management (SWIM) applications, etc.

2.8 In case means other than dedicated bilateral links are used by the ATN, States should ensure that service level agreements (SLA) are met in terms of implementation priority, high availability, priority in restoration of service and appropriate levels of security.

2.9 The ATN should provide for interregional connections to support data exchange and mobile routing within the global ATN.

2.10 In planning the ATN, provisions should be made, where required, for interfacing with other international networks. The Required ATN Infrastructure Routing Plan is described under **Table CNS II-2**.

Network services

2.11 The Internet Society (ISOC) communications standards for the Internet Protocol Suite (IPS) should be used for the implementation of AMHS.

2.12 The migration from legacy bit-oriented protocols such as X.25 Protocol suite to IPS should be planned.

2.13 The migration of international or sub-regional ground networks to the ATN based on Internet Protocol (IP) to support AFS communication requirements, while reducing costs, should be planned.

2.14 States should ensure that the solutions provided for the implementation of the ATN meet the air traffic management and aeronautical fixed service requirements. Such requirements should consist of:

- a) Performance requirements: availability, continuity, integrity, monitoring and alerting criteria per data flow. In the case where a required communication performance (RCP) is globally prescribed, requirements derived from RCP should be stated;
- b) Interoperability requirements;
- c) Safety and security requirements, duly derived after the identification of operational hazards and threats, and allocation of objectives; and
- d) Implementation process requirements (creation, test, migration, upgrades, priority in restoration of service, termination).

Network management

2.15 An ICAO centralised off-line network management service is provided to participating AFTN/ AMHS centres in the **(NAME)** Region(s) under the ATS Messaging Centre (AMC).

2.16 In the case of integrated communications services procured and shared by several States, organizational provisions should allow for the planning and performing of the management of technical performance, network configuration, fault, security, cost division/allocation, contract, orders and payment.

Specific air traffic management (ATM) requirements

2.17 Where ATS speech and data communication links between any two points are provided, the engineering arrangements should be such as to avoid the simultaneous loss of both circuits. The required ATS direct speech circuits plan is detailed under **Table CNS II-3**.

2.18 Special provisions should be made to ensure a rapid restoration of ATS speech circuits in case of outage, as derived from the performance and safety requirements.

2.19 Data circuits between ATS systems should provide for both high capacity and message integrity.

2.20 The Inter-Centre Communication (ICC), consisting of ATS Inter-facility Data Communication (AIDC) application and the Online Data Interchange (OLDI) application, should be used for automated exchange of flight data between ATS units to enhance the overall safety of the ATM operation and increase airspace capacity.

2.21 Where Voice over IP is planned or implemented between ATS units for voice communications, it should meet the ATS requirements. When data and voice are multiplexed, particular attention should be paid to the achievement of the ATM performance and safety requirements.

Specific meteorological (MET) requirements

2.22 The increasing use of the GRIB (Gridded Binary or General Regularly-distributed Information in Binary form) and BUFR (Binary Universal Form for the Representation of meteorological data) code forms for the dissemination of the upper wind and temperature and significant weather forecasts and the planned transition to digital form using extensible markup language (XML)/geography markup language (GML) for the dissemination of OPMET data should be taken into account in the planning process of the ATN.

2.23 In planning the ATN, account should be taken of changes in the current pattern of distribution of meteorological information resulting from the increasing number of long-range direct flights and the trend towards centralized flight planning.

Specific aeronautical information management (AIM) requirements

2.24 The aeronautical fixed service should meet the requirements to support efficient provision of aeronautical information services through appropriate connections to area control centres (ACCs), flight information centres (FICs), aerodromes and heliports at which an information service is established.

Aeronautical Mobile Service (AMS)

2.25 To meet the air-ground data communication requirements, a high-grade aeronautical network should be provided based on the ATN, recognising that other technologies may be used as part of the transition. The network needs to integrate the various data links in a seamless fashion and provide for end-to-end communications between airborne and ground-based facilities.

2.26 Whenever required, use of suitable techniques on VHF or higher frequencies should be made. The required HF network designators applicable for the (NAME) Region(s) are listed in **Table CNS II-4**.

2.27 Aerodromes having a significant volume of International General Aviation (IGA) traffic should also be provided with appropriate air-ground communication channels.

Air-Ground Data Link Communications

2.28 A Strategy for the harmonised implementation of the data link communications in the (NAME) Region(s) should be developed based on the Global Operational Data Link Document (GOLD) adopted by ICAO Regions and the Aviation System Block Upgrade (ASBU) methodology.

2.29 Where applicable, controller-pilot data link communications (CPDLC), based on ATN VDL data link Mode 2 (VDL2) and/or FANS-1/A, should be implemented for air-ground data link communications.

2.30 Partial or divergent aircraft data link evolutions that result in excluding messages from aircraft systems should not be pursued. Interim steps or phases toward full implementation of the common technical definition in ground systems should only be pursued on a regional basis, after coordination between all States concerned.

2.31 Harmonization of operational procedures for implementation of the above packages is essential. States, Planning and Implementation Regional Groups (PIRGs) and air navigation services providers should adopt common procedures to support seamless ATS provision across FIR boundaries, rather than each State or Region developing and promulgating unique procedures for common functions.

Required Communication Performance (RCP)

2.32 The Required Communication Performance (RCP) concept characterizing the performance required for communication capabilities that support ATM functions without reference to any specific technology should be applied wherever possible.

2.33 States should determine, prescribe and monitor the implementation of the RCP in line with the provisions laid down in the *ICAO Manual on Required Communication Performance* (Doc 9869).

Navigation

Navigation Infrastructure

2.34 The navigation infrastructure should meet the requirements for all phases of flight from take-off to final approach and landing.

Note: Annex 10 to the Convention on International Civil Aviation—Aeronautical Telecommunications, Volume I — Radio Navigation Aids, Attachment B, provides the strategy for introduction and application of non-visual aids to approach and landing.

2.35 The **(NAME)** PBN Regional Roadmap/Plan provides guidance to air navigation service providers, airspace operators and users, regulators, and international organizations, on the expected evolution of the regional air navigation system in order to allow planning of airspace changes, enabling ATM systems and aircraft equipage. It takes due account of the operational environment of the **(NAME)** Region(s).

PBN Transition Strategy

2.36 During transition to performance-based navigation (PBN), sufficient ground infrastructure for conventional navigation systems should remain available. Before existing ground infrastructure is considered for removal, users should be given reasonable transition time to allow them to equip appropriately to attain a performance level equivalent to PBN. States should approach removal of existing ground infrastructure with caution to ensure that safety is not compromised. This should be guaranteed by conducting safety assessments and consultations with the users.

Use of specific navigation aids

2.37 Where, within a given airspace, specific groups of users have been authorized by the competent authorities to use special aids for navigation. The respective ground facilities should be located and aligned so as to provide for full compatibility of navigational guidance with that derived from the SARPs.

2.38 States should ensure and oversee that service providers take appropriate corrective measures promptly whenever required by a significant degradation in the accuracy of navigation aids (either space based or ground based or both) is detected.

Surveillance

2.40 An important element of modern air navigation infrastructure required to manage safely increasing levels and complexity of air traffic is aeronautical surveillance systems.

2.41 When operating Mode S radars, States should coordinate with their respective ICAO Regional Office the assignment of their corresponding interrogator identifier (II) codes and surveillance identifier (SI) codes, particularly where areas of overlapping coverage will occur.

Frequency Management

Aeronautical Mobile Service (AMS)

2.42 Frequencies should be assigned to all VHF aeronautical mobile service (AMS) facilities in accordance with the principles laid out in Annex 10, Volume V and *ICAO Handbook on Radio Frequency Spectrum Requirements for Civil Aviation* (Doc 9718) Volumes I and II, and take into account:

- a) agreed geographical separation criteria based on 25 kHz or 8.33 kHz interleaving between channels;
- b) agreed geographical separation criteria for the implementation of VDL services;

- c) the need for maximum economy in frequency demands and in radio spectrum utilization; and
- d) a deployment of frequencies which ensures that international services are planned to be free of interference from other services using the same band.

2.43 The priority order to be followed in the assignment of frequencies to service is:

- a) ATS channels serving international services (ACC, APP, TWR, FIS);
- b) ATS channels serving national purposes;
- c) channels serving international VOLMET services;
- d) channels serving ATIS and PAR; and
- e) channels used for other than ATS purposes.

2.44 The criteria used for frequency assignment planning for VHF AMS facilities serving international requirements should, to the extent practicable, also be used to satisfy the need for national VHF AMS facilities.

2.45 Special provisions should be made, by agreement between the States concerned, for the sharing and the application of reduced protection of non-ATS frequencies in the national sub-bands, so as to obtain a more economical use of the available frequency spectrum consistent with operational requirements.

2.46 States should ensure that no air/ground frequency is utilized outside its designated operational coverage and that the stated operational requirements for coverage of a given frequency can be met for the transmission sites concerned, taking into account terrain configuration.

Radio navigation aids for Aeronautical Radio Navigation Services (ARNS)

2.47 Frequencies should be assigned to all radio navigation facilities taking into account agreed geographical separation criteria to ILS localizer, VOR and GBAS, X and Y channels to DME, in accordance with the principles laid out in Annex 10, Volume V and *ICAO Handbook on Radio Frequency Spectrum Requirements for Civil Aviation* (Doc 9718) Volumes I and II. Also, the need for maximum economy in frequency demands and in radio spectrum utilization and a deployment of frequencies which ensures that international services are planned to be free of interference from other services using the same band, need to be considered.

2.48 The principles used for frequency assignment planning for radio navigation aids serving international requirements should, to the extent possible, also be used to satisfy the needs for national radio aids to navigation.

Support to ICAO Positions for ITU World Radiocommunication Conferences (WRCs)

2.49 Considering the importance and continuous demand of the radio frequency spectrum and for the protection of the current aeronautical spectrum and the allocation of new spectrum for the new services and system to be implemented in civil air navigation, States and international organizations are to support ICAO's position at ITU World Radiocommunication Conferences (WRCs) and in regional and other international activities conducted in preparation for ITU WRCs.

Note: The Handbook on Radio Frequency Spectrum Requirements for Civil Aviation (Doc 9718) Volume I, contains ICAO policy statements relevant to the aviation requirements for radio frequency spectrum. The handbook is intended to assist States and ICAO in preparing for ITU WRCs.

3. SPECIFIC REGIONAL REQUIREMENTS

EXAMPLES

3.1 The surveillance systems to be used in the **(NAME)** Region(s) are:

- a) Secondary Surveillance Radars (SSR) Mode A, C and S in terminal and en-route continental airspace;
- b) Primary Surveillance Radars (PSR) mainly in terminal airspace;
- c) Automatic Dependent Surveillance – Broadcast (ADS-B) and Multilateration (MLAT) in terminal areas;
- d) ADS-B and Wide Area Multilateration (WAM) in most of the airspace;
- e) Automatic Dependent Surveillance – Contract (ADS-C) in some parts of the oceanic and remote continental airspace.

(as appropriate)

3.2 *List of assigned frequencies...* **(as appropriate)**

3.3 *Where implemented, the criteria for MLS frequency planning in the **(NAME)** Region(s) should be applied, aimed at allowing the maximum number of MLS-associated DME frequencies on X and Y channels so as to minimize the possible use of W and Z channels.* **(as appropriate)**

**TABLE CNS II-1 - AERONAUTICAL FIXED TELECOMMUNICATIONS NETWORK (AFTN)
PLAN
EXPLANATION OF THE TABLE**

Column

- 1 The AFTN Centres/Stations of each State are listed alphabetically. Each circuit appears twice in the table. The categories of these facilities are as follows:
M - Main AFTN COM Centre
T - Tributary AFTN COM Centre
S - AFTN Station
- 2 Category of circuit:
M - Main trunk circuit connecting Main AFTN communication centres.
T - Tributary circuit connecting Main AFTN communication centre and Tributary AFTN Communications Centre.
S - AFTN circuit connecting an AFTN Station to an AFTN Communication Centre.
- 3 Type of circuit provided:
LTT/a - Landline teletypewriter, analogue (e.g. cable, microwave)
LTT/d - Landline teletypewriter, digital (e.g. cable, microwave)
LDD/a - Landline data circuit, analogue (e.g. cable, microwave)
LDD/d - Landline data circuit, digital (e.g. cable, microwave)
SAT/a/d - Satellite link, with /a for analogue or /d for digital
- 4 Circuit signalling speed in bits/s.
- 5 Circuit protocols
- 6 Data transfer code (syntax):
ITA-2 - International Telegraph Alphabet No. 2 (5-unit Baudot code).
IA-5 - International Alphabet No. 5 (ICAO 7-unit code).
CBI - Code and Byte Independency (ATN compliant).
- 7 Remarks

State/Station	Requirement					Remarks
	Category	Type	Signalling speed	Procotol	Code	
1	2	3	4	5	6	7

TABLE CNS II-2 - REQUIRED ATN INFRASTRUCTURE ROUTING PLAN
Chapter 1 EXPLANATION OF THE TABLE

Column

- 1 Name of the Administration and Location of the ATN Router
- 2 Type of Router (in end systems (ES) of the Administration shown in column 1)
- 3 Type of Interconnection:
Inter Regional: Connection between different Regions/ domains
Intra Regional: Connection within a Region/ domain.
- 4 Connected Router: List of the Administration and location of the ATN routers to be connected with the router shown in column 1.
- 5 Bandwidth: Link Speed expressed in bits per second (bps)
- 6 Network Protocol: If Internet Protocol Suite is used, indicate version of IP (IPv4 or IPv6)
- 7 Via: The media used to implement the interconnection of the routers. (in case of IP service bought from a service provider, indicate VPN)
- 8 Remarks

Administration and Location	Type of Router	Type of Interconnection	Connected Router	Bandwidth	Network Protocol	Via	Remarks
1	2	3	4	5	6	7	8

TABLE CNS II-3 - ATS DIRECT SPEECH CIRCUITS PLAN
EXPLANATION OF THE TABLE

<i>Column</i>	
1 and 2	Circuit terminal stations are listed alphabetically by the Terminal I.
3	A — indicates ATS requirement for the establishment of voice communication within 15 seconds. D — indicates requirements for instantaneous communications.
4	Type of service specified: LTF — landline telephone (landline, cable, UHF, VHF, satellite). RTF — radiotelephone.
5	Type of circuits; Direct (DIR) or Switched (SW). D — indicates a direct circuit connecting Terminals I and II. S — indicates that a direct circuit does not exist and that the connection is established via switching at the switching centre(s) indicated in column 6. IDD — International direct dialling by public switch telephone network <i>Note 1.— Number of D and/or S circuits between Terminals I and II are indicated by numerical prefix, i.e. 2 D/S means 2 direct circuits and one switched circuit.</i> <i>Note 2.— Pending the implementation of proper ATS voice circuits, and provided that aeronautical operational requirements are met, IDD services may be used for the ATS voice communications in low traffic areas.</i>
6	Location of switching centre(s). Alternate routing location, if available, is indicated in brackets.
7	Remarks

ATS requirements for speech communications			Circuit			Remarks
Terminal I	Terminal II	Type	Service	D/S	To be switched via/	
1	2	3	4	5	6	7

TABLE CNS II-4 - HF NETWORK DESIGNATORS
EXPLANATION OF THE TABLE

Column

- 1 Name of station, preceded by its location indicator.
- 2 Network designators assigned to the facility providing HF radiotelephony en-route communications (selected from the provisions of the allotment plan in Appendix S27 to the ITU Radio Regulations).

NOTES

The ICAO designators for HF MWARA and VOLMET networks in the **(NAME)** region(s) are derived from the ITU allotment area abbreviations as contained in Appendix S27 to the ITU Radio Regulations.

ITU allotment area:

Two- and three-letter alpha entries indicate major world air route areas (MWARA): **TBD**

Four-letter alpha entries indicate VOLMET areas: **TBD**

Location Indicator and Name of location	HF en-route family
1	2

HF FREQUENCIES AND THEIR ICAO NETWORK DESIGNATORS BASED ON ITU
APPENDIX S27 ALLOTMENT AREAS

Frequency (kHz)	ITU allotment area	(NAME) xxx	(NAME) xy			Remarks
1	2	3	4	5	6....	8

(NAME) ANP, VOLUME II

PART IV - AIR TRAFFIC MANAGEMENT (ATM)

1. INTRODUCTION

1.1 This part of the (NAME) ANP, Volume II, complements the provisions in ICAO SARPs and PANS related to air traffic management (ATM). It contains dynamic plan elements related to the assignment of responsibilities to States for the provision of ATM facilities and services within a specified area in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300); and mandatory requirements related to ATM facilities and services to be implemented by States in accordance with regional air navigation agreements. Such agreement indicates a commitment on the part of the State(s) concerned to implement the requirement(s) specified.

2. GENERAL REGIONAL REQUIREMENTS

Optimization of traffic flows

2.1 The Planning and Implementation Regional Groups (PIRG), through regional air navigation agreement, are responsible for the optimization of the traffic flows through the continuous improvement of the regional ATS route network and organized track systems and implementation of random routing areas and free route airspace in the Region(s) through the set-up of appropriate mechanisms for regional and inter-regional planning and coordination.

2.2 Whenever practicable, States should, in close coordination with operators, establish the most efficient routings.

2.3 The requirements for regional ATS route network, in particular, for ATS routes over the high seas and airspace of undetermined sovereignty, should be agreed upon through regional air navigation agreement.

Note: States' AIPs and other States publications should be consulted for information on the implemented ATS routes.

Aircraft Identification-SSR Code Management

2.4 Within the context of air traffic management (ATM) and the provision of air traffic services (ATS), SSR code management is a key element of ATM to ensure continuous, unambiguous aircraft identification. The number of secondary surveillance radar (SSR) codes is limited and poor management of the assignment of SSR codes results in capacity constraints and aircraft delays. States and air navigation service providers (ANSP) should apply the SSR Code Allocation Plan approved by the (NAME) PIRG. The SSR Codes Allocation Plan of the (NAME) Region(s) is addressed in the Specific Regional Requirements of Volume II.

3. SPECIFIC REGIONAL REQUIREMENTS

EXAMPLE

Optimization of traffic flows

3.1 The ATS routes agreed through regional air navigation agreement, or the ATS routes agreed through regional air navigation agreement but not implemented for specific reasons (Exact text to be specified by the Regions, as appropriate), are listed in Table ATM II-XX/electronic database and reflected in the Chart ATM II-XX.

Aircraft Identification-SSR Code Management

3.2 *The SSR Codes Allocation Plan of the (NAME) Region is in **Table ATM II-XX** (Exact text to be specified by the Regions, as appropriate).*

EXAMPLES FOR SPECIFIC REGIONAL REQUIREMENTS**Table ATM II-AFI-XX - SSR Code Allocation Plan**

State/FIR	Domestic Codes	Domestic Codes	Transit Codes	Transit Codes
AAAA	2200-2277	2501-2577	6701-6777	0401-0477
BBBB	2100-2177	-	3300-3377	

SAMPLE

EXAMPLE FOR SPECIFIC REGIONAL REQUIREMENTS

Table ATM II-AFI-XX (NAME) Region ATS Routes

EXPLANATION OF THE TABLE

Column

- 1 Designator of ATS route and Type (Conventional, RNAV5 or RNAV1 etc.)
- 2 Significant points defining the ATS routes. Only prominent locations have been listed. Additional points where facilities are provided to complete navigational guidance along a route, but not otherwise marking significant characteristics of the route (change of heading of centre line, intersection with other routes, etc.) have normally not been included. Locations shown in parentheses indicate significant points outside the Region.
- Note 1. Not representing the operator's requirement. Operator's required route and/or nav aids are shown in square brackets ([]).
- Note 2. Subject to further study. Including associated navigation aid coverage.
- Note 3. Subject to military agreement.
- Note 4. Not acceptable at present.
- Note 5. At present, implementation possible only during specific periods (e.g. weekends, nights, etc., as published).
- Note 6. At present, implementation of the RNAV route only possible above FL 300, or as published.
- Note 7. Unidirectional use.
- Note 8. For ATS route or part thereof is RNAV 1

Whenever reference to names is made in Table ATM II-XX in connection with the above notes, the following abbreviations, based on those indicated in Location Indicators (Doc 7910), are used:

HE Egypt
 HL Libyan Arab Jamahiriya
 HS Sudan
 OB Bahrain

LOWER AIRSPACE**UPPER AIRSPACE**

Designator	Significant Points	Designator	Significant Points
Type		Type	
1	2	1	2
A1	METRU 340000N 0250900E SOKAL 323601N 0273706E KATEX 320701N 0282436E BOPED 312939N 0292655E ALEXANDRIA (NOZ) 311113N 0295701E MENKU 310531N 0301806E CAIRO (CVO) 300532N 0312318E	UA1	METRU 340000N 0250900E SOKAL 323601N 0273706E KATEX 320701N 0282436E BOPED 312939N 0292655E ALEXANDRIA (NOZ) 311113N 0295701E MENKU 310531N 0301806E CAIRO (CVO) 300532N 0312318E
A16	RASDA 330600N 0305700E MELDO 320201N 0310440E BALTIM (BLT) 313144N 0311035E DEGDI 311429N 0311035E CAIRO (CVO) 300532N 0312318E	UA16	RASDA 330600N 0305700E MELDO 320201N 0310440E BALTIM (BLT) 313144N 0311035E DEGDI 311429N 0311035E CAIRO (CVO) 300532N 0312318E
A408	(ADDIS ABABA) GWZ SALEH 140000N 0420000E ORNIS 1416.2N 04236.9E HODEIDAH 1446.4N 04259.2E	UA408	(ADDIS ABABA) GWZ SALEH 140000N 0420000E ORNIS 1416.2N 04236.9E HODEIDAH 1446.4N 04259.2E
A411	BNINA (BNA) 3207.28N 0201513E NASER 3151.2N 2355.3E LOSUL 314100N 250800E SIDI BARANI (BRN) 313532N 260020E	UA411	BNINA (BNA) 3207.28N 0201513E NASER 3151.2N 2355.3E LOSUL 314100N 250800E SIDI BARANI (BRN) 313532N 260020E

(NAME) ANP, VOLUME II

PART V – METEOROLOGY (MET)

1. INTRODUCTION

1.1 This part of the (NAME) ANP, Volume II, complements the provisions in the ICAO SARPs and PANS related to aeronautical meteorology (MET). It contains dynamic plan elements related to the assignment of responsibilities to States for the provision of MET facilities and services within a specified area in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300); and mandatory requirements related to the MET facilities and services to be implemented by States in accordance with regional air navigation agreements. Such agreement indicates a commitment on the part of the States concerned to implement the requirements specified.

2. GENERAL REGIONAL REQUIREMENTS

Meteorological offices

2.1 In the (NAME) Region(s), meteorological watch offices (MWO) have been designated to maintain continuous watch on meteorological conditions affecting flight operations within their area(s) of responsibility, as indicated at **Table MET II-1**.

Meteorological observations and reports

2.2 In the (NAME) Region(s), routine observations, issued as a METAR, should be made throughout the 24 hours of each day at intervals of one hour or, for RS and AS designated aerodromes¹, at intervals of one half-hour at aerodromes as indicated in **Table MET II-2**. For aerodromes included on the VHF VOLMET broadcast as indicated in **Table MET II-3**, routine observations, issued as METAR, should be made throughout the 24 hours of each day. **(at intervals of one half-hour) [if applicable]**.

2.3 At aerodromes that are not operational throughout 24 hours, METAR should be issued at least 3 hours prior to the aerodrome resuming operations in the (NAME) Region(s).

Forecasts

2.4 In the (NAME) Region(s), an aerodrome forecast, issued as a TAF, should be for the aerodromes indicated in **Table MET II-2**.

2.5 In the (NAME) Region(s), the period of validity of a routine TAF should be of 9-, 24-, or 30-hours to meet the requirements indicated in **Table MET II-2**.

2.6 In the (NAME) Region(s), the forecast maximum and minimum temperatures expected to occur during the period of validity, together with their corresponding day and time of occurrence, should be included in TAF at aerodromes indicated in **Table MET II-2**.

2.7 In the (NAME) Region(s), landing forecasts (prepared in the form of a trend forecast) should be provided at aerodromes indicated in **Table MET II-2**.

¹ Refer to Table AOP II-1

Requirements for and use of communications

2.8 Operational meteorological information prepared as METAR, SPECI and TAF for aerodromes indicated in **Table MET II-2**, and SIGMET **and AIRMET [if applicable]** messages prepared for flight information regions or control areas indicated in **Table MET II-1**, should be disseminated to the international OPMET databanks designated for the **(NAME)** Region(s) (namely **(NAME)** of OPMET databank) and to the centre designated for the operation of the aeronautical fixed service satellite distribution system (SADIS) and the Internet-based service (Secure SADIS FTP) and/or WIFS in the **(NAME)** Region(s).

2.9 SIGMET messages should be disseminated to other meteorological offices in the **(NAME)** Region(s). **(in accordance with the regional OPMET bulletin exchange scheme) [if applicable]**

2.10 Special air-reports that do not warrant the issuance of a SIGMET should be disseminated to other meteorological offices in the **(NAME)** Region(s). **(in accordance with the regional OPMET bulletin exchange scheme) [if applicable]**

2.11 In the **(NAME)** Region(s), meteorological information for use by aircraft in flight should be supplied through VOLMET broadcasts.

2.12 In the **(NAME)** Region(s), the aerodromes for which METAR and SPECI are to be included in VOLMET broadcasts, the sequence in which they are to be transmitted and the broadcast time, is indicated in **Table MET II-3**.

3. SPECIFIC REGIONAL REQUIREMENTS

EXAMPLES

Meteorological observations and reports

3.1 *For the EUR Region, routine observations, issued as METAR, should be made throughout the 24 hours of each day at intervals of one half-hour.*

3.2 *In the (NAME) Region, aeronautical meteorological stations have been established on offshore structures or at other points of significance in support of helicopter operations to offshore structures, as indicated at Table MET II-X (Former MET 1C Offshore structures). [if applicable]*

3.4 *In the (NAME) Region, information on the sea-surface temperature and the state of the sea or the significant wave height from aeronautical meteorological stations established on offshore structures in support of helicopter operations should be included as supplementary information in METAR and SPECI as indicated in Table MET II-X (MET 1C Offshore structures). [if applicable]*

3.5 *In the (NAME) Region, information on the state of the runway should be included as supplementary information in METAR and SPECI as indicated in Table MET II-2 (Former MET 1A Aerodrome meteorological offices). [if applicable]*

3.6 *In the (NAME) Region, GAMET area forecasts and/or area forecasts for low-level flights in chart form prepared in support of the issuance of AIRMET information, and AIRMET information for low-level flights relevant to the whole route, should be supplied to operators and flight crew members and kept up to date. Section II of the GAMET area forecast should include information, in addition to the provisions in Annex 3, as contained at Appendix MET LLF to Part V (MET). [if applicable]*

AIRMET information

3.7 In the (NAME) Region, AIRMET information should be issued by a MWO for its areas of responsibility as indicated in Table MET II-1 (Former MET 1B Meteorological watch offices). [if applicable]

OPMET information

3.8 In the EUR Region, The details of the exchange scheme to be used the OPMET information is given in the EUR Region – EUR OPMET Data Management Handbook (EUR Doc 018). [if applicable]

Service for operators and flight crew members

3.9 In the (NAME) Region, meteorological information for pre-flight planning by operators of helicopters flying to offshore structures as indicated in Table MET II-X (Former MET 1C Offshore structures) should include data covering the layers from sea level to FL 100. Particular mention should be made of [the expected surface visibility, the amount, type (where available), base and tops of cloud below FL 100, the sea state and sea-surface temperature, the mean sea-level pressure and the occurrence or expected occurrence of turbulence and icing]. [if applicable]

3.10 In the APAC Region, scheduled VOLMET broadcasts should contain TAF and SIGMET.

3.11 In the APAC Region, METAR, SPECI and TAF should be available for uplink to aircraft in flight via D-VOLMET.

TABLE MET II-1 - METEOROLOGICAL WATCH OFFICES
EXPLANATION OF THE TABLE

Column

- 1 Name of the State where meteorological service is required
- 2 Name of the flight information region (FIR) or control area (CTA) where meteorological service is required
Note: The name is extracted from the ICAO Location Indicators (Doc 7910) updated quarterly. If a State wishes to change the name appearing in Doc 7910 and this table, ICAO should be notified officially.
- 3 ICAO location indicator of the FIR or CTA
- 4 Name of the meteorological watch office (MWO) responsible for the provision of meteorological service for the FIR or CTA
Note: The name is extracted from the ICAO Location Indicators (Doc 7910) updated quarterly. If a State wishes to change the name appearing in Doc 7910 and this table, ICAO should be notified officially.
- 5 ICAO location indicator of the responsible MWO
- 6 Requirement for SIGMET information (excluding for volcanic ash and for tropical cyclones) to be provided by the MWO for the FIR or CTA concerned, where:
 Y – Yes, required
 N – No, not required
- 7 Requirement for SIGMET information for volcanic ash to be provided by the MWO for the FIR or CTA concerned, where:
 Y – Yes, required
 N – No, not required
- 8 Requirement for SIGMET information for tropical cyclone to be provided by the MWO for the FIR or CTA concerned, where:
 Y – Yes, required
 N – No, not required
- 9 Requirement for AIRMET information to be provided by the MWO for the FIR or CTA concerned, where:
 Y – Yes, required
 N – No, not required

State	FIR or CTA where meteorological service is required		Responsible meteorological watch office		Meteorological service to be provided			
	Name	ICAO Location Indicator	Name	ICAO Location Indicator	SIGMET (WS)	SIGMET (WV)	SIGMET (WC)	AIRMET (WA)
1	2	3	4	5	6	7	8	9
Albania	TIRANA FIR/ACC	LAAA	TIRANA	LATI	Y	Y		N
...

TABLE MET II-2 - AERODROME METEOROLOGICAL OFFICES
EXPLANATION OF THE TABLE

Column

- 1 Name of the State where meteorological service is required
- 2 Name of the AOP aerodrome where meteorological service is required
Note: The name is extracted from the ICAO Location Indicators (Doc 7910) updated quarterly. If a State wishes to change the name appearing in Doc 7910 and this table, ICAO should be notified officially.
- 3 ICAO location indicator of the AOP aerodrome
- 4 Designation of AOP aerodrome:
 RG - international general aviation, regular use
 RS - international scheduled air transport, regular use
 RNS - international non-scheduled air transport, regular use
 AS - international scheduled air transport, alternate use
 ANS - international non-scheduled air transport, alternate use
- 5 Name of the aerodrome meteorological office responsible for the provision of meteorological service
Note: The name is extracted from the ICAO Location Indicators (Doc 7910) updated quarterly. If a State wishes to change the name appearing in Doc 7910 and this table, ICAO should be notified officially.
- 6 ICAO location indicator of the responsible aerodrome meteorological office
- 7 Requirement for METAR/SPECI from the aerodrome concerned, where:
 Y – Yes, required
 N – No, not required
- 8 Requirement for information on the state of the runway provided by the appropriate airport authority to be included as supplementary information in METAR/SPECI from the aerodrome concerned, where:
 Y – Yes, required
 N – No, not required
- 9 Requirement for trend forecast to be appended to METAR/SPECI from the aerodrome concerned, where
 Y – Yes, required
 N – No, not required
- 10 Requirement for TAF from the aerodrome concerned, where
 C - Requirement for 9-hour validity aerodrome forecasts in TAF code (9H)
 T - Requirement for 18/24-hour validity aerodrome forecasts in TAF code (18/24H)
 X - Requirement for 30-hour validity aerodrome forecasts in TAF code (30H)
 N – No, not required
- 11 Requirement for maximum and minimum temperature (expected to occur during the period of validity of the TAF) to be included in TAF from the aerodrome concerned, where:
 Y – Yes, required
 N – No, not required
- 12 Availability of METAR/SPECI and TAF from the aerodrome concerned, where:
 F – Full availability : OPMET information as listed issued for the aerodrome all through the 24-hour period
 P – Partial availability: OPMET information as listed not issued for the aerodrome for the entire 24-hour period

TABLE MET II-2 - AERODROME METEOROLOGICAL OFFICES

State	AOP aerodrome where meteorological service is to be provided			Responsible aerodrome meteorological office		Observations and forecasts to be provided					METAR/SPECI and TAF
	Name	ICAO Location Indicator	Use	Name	ICAO Location Indicator	METAR/SPECI	State of the runway	Trend forecast	TAF	Temperature Tx/Tn	
1	2	3	4	5	6	7	8	9	10	11	12
Algeria	ADRAR/TOUAT-CHEIKH SIDI MOHAMED BELKEBIR	DAUA	RS	ADRAR/TOUAT-CHEIKH SIDI MOHAMED BELKEBIR	DAUA	Y	N	N	N	N	F
...

TABLE MET II-3 – VOLMET BROADCASTS [FORMER ATS 2]**EXPLANATION OF THE TABLE**

The transmitting station appears at the top of each block.

Names in lower case letters indicate aerodromes for which reports (routine or selected special) are required.

Names in upper-case letters indicate aerodromes for which forecasts are required.

Example:

Tokyo	Hong Kong	Auckland	
10–15 40–45	15–20 45–50	20–25	50–55
Tokyo (Narita) Tokyo (Haneda) Sapporo Nagoya (Chubu Centrair) Osaka (Kansai) Fukuoka Incheon SIGMET TOKYO (NARITA) OSAKA (KANSAI)	Hong Kong Naha Taibei Gaoxiong Manila Mactan Guangzhou SIGMET HONG KONG	Auckland Christchurch Wellington Nadi Faleolo* Nouméa Rarotonga* Tahiti SIGMET NADI NOUMÉA	Auckland Christchurch Wellington Nadi Faleolo* Nouméa Pago Pago* Tahiti SIGMET AUCKLAND CHRISTCHURCH

* No TREND available

EXAMPLE FOR SPECIFIC REGIONAL REQUIREMENTS
TABLE MET II-EUR-1 -OFFSHORE STRUCTURES
EXPLANATION OF THE TABLE

Column

- 1 Name of the State where meteorological service is required
- 2 Name of the offshore structure where meteorological service is required
Note: The name is extracted from the ICAO Location Indicators (Doc 7910) updated quarterly. If a State wishes to change the name appearing in Doc 7910 and this table, ICAO should be notified officially.
- 3 ICAO location indicator of the offshore structure
- 4 Latitude of the offshore structure (in the form Nnnnn or Snnnn)
- 5 Longitude of the offshore structure (in the form Ennnnn or Wnnnnn)
- 6 Name of the meteorological office responsible for the provision of meteorological service
Note: The name is extracted from the ICAO Location Indicators (Doc 7910) updated quarterly. If a State wishes to change the name appearing in Doc 7910 and this table, ICAO should be notified officially.
- 7 ICAO location indicator of the responsible meteorological office
- 8 Availability of information on the sea surface temperature as supplementary information in METAR/SPECI from the offshore structure concerned, where:
Y – Yes, available
N – No, not available
- 9 Availability of information on the state of the sea or significant wave height as supplementary information in METAR/SPECI from the offshore structure concerned, where:
Y – Yes, available
N – No, not available
- 10 Availability of forecasts from the offshore structure concerned, where:
Y – Yes, available
N – No, not available

EUR REGION ONLY

State	Offshore structure where meteorological service is to be provided				Responsible meteorological office		Availability of supplementary information in METAR/SPECI		Availability of forecasts
	Name	ICAO Location Indicator	Latitude	Longitude	Name	ICAO Location Indicator	Sea surface temperature	State of the sea or significant wave height	
1	2	3	4	5	6	7	8	9	10
Norway	EKOFISK	ENEK	N5632	E00312	Y	Y	Y
...

EXAMPLE FOR SPECIFIC REGIONAL REQUIREMENTS
Appendix MET LLF to Part V (MET) Volume II
EUR REGION ONLY

In the EUR Region, Section II of the GAMET area forecast should include the following information in addition to the provisions in Annex 3:

- a) Short description of general weather situation in addition to the description of pressure centres and fronts;
- b) Information about mean surface wind also for values less than 15 m/s (30kt);
- c) Upper wind and temperature in mountainous areas for altitude 15000ft, or higher if necessary;
Note – Upper wind and temperature information should have a horizontal resolution no more than 500km;
- d) Information about widespread surface visibility of 5000 m or more together with the weather phenomena (if any) causing a reduction of visibility and inserted between the upper wind and cloud information;
- e) State of the sea and sea surface temperature; and
Note – States under whose jurisdiction off-shore structures or other points of significance in support of off-shore helicopter operations are located should in consultation with the appropriate operators, establish or arrange for the information on the state of the sea and sea surface temperature to be included in all low-level area forecasts.
- f) An outlook concerning expected hazardous weather phenomena during the following validity period.

Note 1. – When the area forecast for low-level flights is issued as a GAMET, the following regional procedures should be followed:

- i. the term "widespread" should be used to indicate a spatial coverage of more than 75 per cent of the area concerned; and
- ii. the visibility and cloud base information in section II may be complemented in the form of visibility/cloud base categories.

Note 2. – Where combined cloud/visibility information is provided, this information should be in the form of visibility and cloud base categories and should be supplied for well-defined sub-areas and/or route segments. A list of sub-areas and/or route segments for which forecasts for low-level flights are provided in condensed form should be published in the AIP. For each sub-area and/or route segment, the reference height to which the cloud-base information refers, should be specified.

Note 3. – Where visibility/cloud-base categories are used in low-level forecasts these should be as follows:

- O* visibility equal to or more than 8 km and cloud-base equal to or higher than 600 m (2000 ft);
- D* visibility equal to or more than 5 km but less than 8 km with cloud-base 300 m (1000 ft) or higher, or cloud-base equal to 300 m (1000 ft) or higher but less than 600 m (2000 ft) with visibility equal to or more than 8 km;
- M* visibility equal to or more than 1.5 km but less than 5 km with cloud-base equal to or higher than 150 m (500 ft), or cloud-base equal to or higher than 150 m (500 ft) but less than 300 m (1000 ft) with visibility equal to or more than 5 km;
- X* visibility less than 1.5 km and/or cloud-base less than 150 m (500 ft). The visibility/cloud-base category indicated in the forecast for a sub-area should refer to the prevailing conditions in the sub-area concerned. Cloud information should refer to clouds with a coverage of BKN or OVC.

(NAME) ANP, VOLUME II

PART VI - SEARCH AND RESCUE (SAR)

1. INTRODUCTION

1.1 This part of the (NAME) ANP, Volume II, complements the provisions in ICAO SARPs and PANS related to search and rescue (SAR). It contains dynamic plan elements related to the assignment of responsibilities to States for the provision of SAR facilities and services within a specified area in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300); and mandatory requirements related to the SAR facilities and services to be implemented by States in accordance with regional air navigation agreements. Such agreement indicates a commitment on the part of the State(s) concerned to implement the requirement(s) specified.

2. GENERAL REGIONAL REQUIREMENTS

2.1 The Rescue Coordination Centres (RCCs) and Rescue Sub-Centres (RSCs) for the (NAME) Region(s) are listed in **Table SAR II-1** and depicted in **Chart SAR II-1**.

2.2 In cases where the minimum SAR facilities are temporarily unavailable, alternative suitable means should be made available.

2.3 In cases where a SAR alert is proximate to a search and rescue region (SRR) boundary (e.g. 50 NM or less), or it is unclear if the alert corresponds to a position entirely contained within an SRR, the adjacent RCC or RSC should be notified of the alert immediately.

3. SPECIFIC REGIONAL REQUIREMENTS

3.1. *The details of the facilities and/or services to be provided to fulfil the basic requirements of the plan could be found in this part. Such agreement indicates a commitment on the part of the State(s) concerned to implement the requirement(s) specified. [if required]*

TABLE SAR II-1 - SEARCH AND RESCUE FACILITIES IN THE (NAME) REGION(S)
EXPLANATION OF THE TABLE
Column

- 1 State
- 2 Name of the Rescue Coordination Centre (RCC) and Rescue Sub-centre (RSC).
- 3 SAR points of contact (SPOC). Name of the SPOC.
- 4 Remarks. Supplementary information such as the type of RCC (e.g. maritime or aviation or joint).

State	Name of and RCC/RSC	SPOC	Remarks
1	2	3	4
AMSWELL	NIBORD RCC XXXXXX RSC	Nibord RCC	

(NAME) ANP, VOLUME II

PART VII - AERONAUTICAL INFORMATION MANAGEMENT (AIM)

1. INTRODUCTION

1.1 This part of the (NAME) ANP, Volume II, complements the provisions in ICAO SARPs and PANS related to AIS/AIM and aeronautical charts (MAP). It contains dynamic plan elements related to the assignment of responsibilities to States for the provision of AIS/AIM facilities and services within a specified area in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300); and mandatory requirements related to the AIS/AIM facilities and services to be implemented by States in accordance with regional air navigation agreements. Such agreement indicates a commitment on the part of the State(s) concerned to implement the requirement(s) specified.

2. GENERAL REGIONAL REQUIREMENTS

2.1 The responsibility for the provision of AIS/AIM facilities and services in the (NAME) Region(s), is reflected in the (NAME) **Table AIM II-1**, which shows the list of designated international NOTAM Office (NOF), designated State for AIP production, designated State for aeronautical charts (MAP) production, designated State for the provision of the authoritative Integrated Aeronautical Information Database (IAID) and designated State for the provision of the pre-flight information services.

2.2 States should designate and implement an authoritative Integrated Aeronautical Information Database (IAID) where data sets are integrated and used to produce current and future AIS/AIM products and services, which is a fundamental step in the transition to AIM. The designation of authoritative databases should be clearly stated in the Aeronautical Information Package AIP.

2.3 The national plans for the transition from AIS to AIM identifying clearly the timelines for the implementation of the different elements of the ICAO Roadmap for the transition from AIS to AIM should be submitted by States to the ICAO (NAME) Regional Office(s). States should also inform the ICAO (NAME) Regional Office(s) of any update.

2.4 States should take necessary measures to ensure that aeronautical information and data they provide meet the regulatory Aeronautical Data quality requirements.

2.5 The Quality Management System (QMS) in AIS/AIM should define procedures to meet the safety and security objectives associated with the management of aeronautical data and information.

2.6 Recognizing the need to maintain or enhance existing safety levels of operations, States should ensure that any change to the existing systems or the introduction of new systems used for processing aeronautical data and/or information are preceded by a safety assessment.

2.7 Technical services responsible for origination of the raw aeronautical information should be acquainted with the requirements for promulgation and advance notification of changes that are operationally significant as established in Annexes 11 and 14 and other relevant ICAO documentation. They should take due account of the time needed by AIS/AIM for the preparation, production and issue of the relevant material, including the compliance with the AIRAC procedures.

2.8 AIS/AIM personnel should be involved in the air navigation planning processes. This should ensure the timely preparation of appropriate AIS documentation and that the effective dates for changes to

the air navigation system and procedures are satisfied.

2.9 States should produce relevant aeronautical charts required for civil air operations employing visual air navigation independently or in support of other forms of air navigation. The production responsibility for sheets of the World Aeronautical Chart (WAC) — ICAO 1: 1 000 000 or Aeronautical Chart — ICAO 1: 500 000 (*as an alternative to the World Aeronautical Chart — ICAO 1:1 000 000*) is set out in **Table AIM II-2**.

3. SPECIFIC REGIONAL REQUIREMENTS

3.1 *TBD (e.g. EAD for Europe, AIS/AIM Certification for EUR and MID, etc.)*

TABLE AIM II-1 - RESPONSIBILITY FOR THE PROVISION OF AIS/AIM FACILITIES AND SERVICES

EXPLANATION OF THE TABLE

Column:

- 1 Name of the State or territory
- 2 Designated international NOTAM Office (NOF)
- 3 Designated State for AIP production
- 4 Designated State for aeronautical charts (MAP) production
- 5 Designated State for the provision of the authoritative Integrated Aeronautical Information Database (IAID)
- 6 Designated State for the provision of pre-flight information services
- 7 Remarks — additional information, as appropriate.

State	NOF	AIP	MAP	IAID	Pre-flight briefing	Remarks
1	2	3	4	5	6	7

**TABLE AIM II-2 - PRODUCTION RESPONSIBILITY FOR SHEETS OF THE WORLD
AERONAUTICAL CHART - ICAO 1:1 000 000 OR AERONAUTICAL CHART — ICAO 1: 500 000**

EXPLANATION OF THE TABLE

Column:

- 1 Name of the State accepting production responsibility.
- 2 World Aeronautical Chart — ICAO 1:1 000 000/Aeronautical Chart — 1: 500 000 sheet number(s) for which production responsibility is accepted.
- 3 Remarks.

Note — In those instances where the production responsibility for certain sheets has been accepted by more than one State, these States by mutual agreement should define limits of responsibility for those sheets. This should be reflected in the Remarks column

State	Sheet number(s)	Remarks
1	2	3

APPENDIX C

(NAME) AIR NAVIGATION PLAN

VOLUME III

(*NAME*) AIR NAVIGATION PLAN

VOLUME III

TABLE OF CONTENTS

PART 0 — Introduction	
PART I — General Planning Aspects (GEN)	
Table GEN III-1 – Implementation Indicator(s) for each ASBU Block 0 Module	
Appendix A – Sample Template for Air Navigation Report Form (ANRF)	
Appendix B – Main Planning Table Template	
PART II — Air Navigation System Implementation	

(NAME) ANP, VOLUME III
PART 0 – INTRODUCTION

1. INTRODUCTION

1.1 The background to the publication of ANPs in three volumes is explained in the Introduction in Volume I. The procedure for amendment of Volume III is also described in Volume I. Volume III contains dynamic/flexible plan elements related to the implementation of the air navigation system and its modernization in line with the ICAO Aviation System Block Upgrades (ASBUs) and associated technology roadmaps described in the Global Air Navigation Plan (GANP).

1.2 The information contained in Volume III is related mainly to:

- Planning: objectives set, priorities and targets planned at regional or sub-regional levels;
- Implementation monitoring and reporting: monitoring of the progress of implementation towards targets planned. This information should be used as the basis for reporting purposes (i.e.: global and regional air navigation reports and performance dashboards); and/or
- Guidance: providing regional guidance material for the implementation of specific system/procedures in a harmonized manner.

1.3 The management of Volume III is the responsibility of the [name of PIRG].

1.4 Volume III should be used as a tool for monitoring and reporting the status of implementation of the elements planned here above, through the use of tables/databases and/or references to online monitoring tools, as endorsed by [name of PIRG]. The status of implementation is updated on a regular basis as endorsed by [name of PIRG].

2. AVIATION SYSTEM BLOCK UPGRADES (ASBUs), MODULES AND ROADMAPS

2.1. The ASBU Modules and Roadmaps form a key component to the GANP, noting that they will continue to evolve as more work is done on refining and updating their content and in subsequent development of related provisions, support material and training.

2.2. Although the GANP has a worldwide perspective, it is not intended that all Block Upgrade Modules are required to be applied in every State, sub-region and/or region. Many of the Block Upgrade Modules contained in the GANP are specialized packages that should be applied only where the specific operational requirement exists or corresponding benefits can be realistically projected. Accordingly, the Block Upgrade methodology establishes an important flexibility in the implementation of its various Modules depending on a region, sub-region and/or State's specific operational requirements. Guided by the GANP, ICAO [Region-name] regional, sub-regional and State planning should identify Modules which best provide the needed operational improvements.

(NAME) ANP, VOLUME III**PART I - GENERAL PLANNING ASPECTS (GEN)****1. PLANNING METHODOLOGY**

1.1 Guided by the GANP, the regional planning process starts by identifying the homogeneous ATM areas, major traffic flows and international aerodromes. An analysis of this data leads to the identification of opportunities for performance improvement. Modules from the Aviation System Block Upgrades (ASBUs) are evaluated to identify which of those modules best provide the needed operational improvements. Depending on the complexity of the module, additional planning steps may need to be undertaken including financing and training needs. Finally, regional plans would be developed for the deployment of modules by drawing on supporting technology requirements. This is an iterative planning process which may require repeating several steps until a final plan with specific regional targets is in place. This planning methodology requires full involvement of States, service providers, airspace users and other stakeholders, thus ensuring commitment by all for implementation.

1.2 Block 0 features Modules characterized by technologies and capabilities which have already been developed and implemented in many parts of the world today. It therefore features a near-term availability milestone, or Initial Operating Capability (IOC), of 2013 for high density based on regional, sub-regional and State operational need. Blocks 1 through 3 are characterized by both existing and projected performance area solutions, with availability milestones beginning in 2018, 2023 and 2028 respectively.

2. REVIEW AND EVALUATION OF AIR NAVIGATION PLANNING

2.1. The progress and effectiveness against the priorities set out in the regional air navigation plans should be annually reported, using a consistent reporting format, to ICAO.

2.2. Performance monitoring requires a measurement strategy. Data collection, processing, storage and reporting activities supporting the identified global/regional performance metrics are fundamental to the success of performance-based approaches.

2.3. The air navigation planning and implementation performance framework prescribes reporting, monitoring, analysis and review activities being conducted on a cyclical, annual basis. An Air Navigation Reporting Form (ANRF) reflecting selected key performance areas as defined in the Manual on Global Performance of the Air Navigation System (ICAO Doc 9883) has been developed for each ASBU Module. The ANRF is a customized tool which is recommended for the application of setting planning targets, monitoring implementation, and identifying challenges, measuring implementation/performance and reporting. If necessary, other reporting formats that provide more details may be used but should contain as a minimum the elements described in the ANRF template. A sample of the ANRF is provided in **Appendix A**. A sample Template of a planning table which may be used to show the elements planned in an ICAO region is provided in **Appendix B**.

3. REPORTING AND MONITORING RESULTS

3.1 Reporting and monitoring results will be analyzed by the PIRGs, States and ICAO Secretariat to steer the air navigation improvements, take corrective actions and review the allocated objectives, priorities and targets if needed. The results will also be used by ICAO and aviation partner stakeholders to develop the annual Global Air Navigation Report. The report results will provide an opportunity for the international civil aviation community to compare progress across different ICAO regions in the establishment of air navigation infrastructure and performance-based procedures.

3.2 The reports will also provide the ICAO Council with detailed annual results on the basis of which tactical adjustments will be made to the performance framework work programme, as well as triennial policy adjustments to the GANP and the Block Upgrade Modules.

3.3 **Table GEN III-1** contains a minimum set of Implementation Indicator(s) for each of the eighteen ASBU Block 0 Modules necessary for the monitoring of these Modules (if identified as a priority for implementation at regional or sub-regional level). These indicators are intended to enable comparison between ICAO Regions with respect to ASBU Block 0 Modules and will apply only to commonly selected ASBU Modules. All regions/PIRGs reserve the right to select the ASBU Modules relevant to their needs and to endorse additional indicators, as deemed necessary. No reporting is required for ASBU Block 0 Modules that have not been selected.

Note: The priority for implementation as well as the applicability area of each selected ASBU Block 0 Module is to be defined by the [name of PIRG]. This should be reflected in Part II – Air Navigation System Implementation.

TABLE GEN III-1 – IMPLEMENTATION INDICATOR(S) FOR EACH ASBU BLOCK 0 MODULE**Explanation of the Table**

- 1 Block 0 Module Code
 2 Block 0 Module Title
 3 High level Implementation Indicator
 4 Remarks *Additional information as deemed necessary.*

Module Code	Module Title	Implementation Indicator	Remarks
1	2	3	4
B0-APTA	Optimization of Approach Procedures including vertical guidance	% of international aerodromes having at least one runway end provided with APV Baro-VNAV or LPV procedures	
B0-WAKE	Increased Runway Throughput through Optimized Wake Turbulence Separation	% of applicable international aerodromes having implemented increased runway throughput through optimized wake turbulence separation	1. Not to be considered for the first reporting cycles due to lack of maturity. 2. List of ADs to be established through regional air navigation agreement.
B0-RSEQ	Improve Traffic flow through Runway Sequencing (AMAN/DMAN)	% of applicable international aerodromes having implemented AMAN / DMAN	1. Not to be considered for the first reporting cycles due to lack of maturity. 2. List of ADs to be established through regional air navigation agreement.
B0-SURF	Safety and Efficiency of Surface Operations (A-SMGCS Level 1-2)	% of applicable international aerodromes having implemented A-SMGCS Level 2	List of ADs to be established through regional air navigation agreement.
B0-ACDM	Improved Airport Operations through Airport-CDM	% of applicable international aerodromes having implemented improved airport operations through airport-CDM	List of ADs to be established through regional air navigation agreement.
B0-FICE	Increased Interoperability, Efficiency and Capacity through Ground-Ground Integration	% of FIRs within which all applicable ACCs have implemented at least one interface to use AIDC / OLDI with neighbouring ACCs	
B0-DATM	Service Improvement through Digital Aeronautical Information Management	- % of States having implemented an AIXM based AIS database - % of States having implemented QMS	
B0-AMET	Meteorological information supporting enhanced operational efficiency and safety	- % of States having implemented SADIS / WIFS - % of States having implemented QMS	

Module Code	Module Title	Implementation Indicator	Remarks
1	2	3	4
B0-FRTO	Improved Operations through Enhanced En-Route Trajectories	% of FIRs in which FUA is implemented	
B0-NOPS	Improved Flow Performance through Planning based on a Network-Wide view	% of FIRs within which all ACCs utilize ATFM systems	
B0-ASUR	Initial capability for ground surveillance	% of FIRs where ADS-B OUT and/or MLAT are implemented for the provision of surveillance services in identified areas.	1. Not to be considered for the first reporting cycles due to lack of maturity.
B0-ASEP	Air Traffic Situational Awareness (ATSA)	% of States having implemented air traffic situational awareness	1. Not to be considered for the first reporting cycles due to lack of maturity.
B0-OPFL	Improved access to optimum flight levels through climb/descent procedures using ADS-B	% of FIRs having implemented in-trail procedures	1. Not to be considered for the first reporting cycles due to lack of maturity.
B0-ACAS	ACAS Improvements	% of States requiring carriage of ACAS (with TCAS 7.1 evolution)	
B0-SNET	Increased Effectiveness of Ground-Based Safety Nets	% of States having implemented ground-based safety-nets (STCA, APW, MSAW, etc.)	
B0-CDO	Improved Flexibility and Efficiency in Descent Profiles (CDO)	- % of international aerodromes / TMAs with PBN STAR implemented - % of international aerodromes/TMA where CDO is implemented	
B0-TBO	Improved Safety and Efficiency through the initial application of Data Link En-Route	% of FIRs utilising data link en-route in applicable airspace	
B0-CCO	Improved Flexibility and Efficiency Departure Profiles - Continuous Climb Operations (CCO)	- % of international aerodromes / TMAs with PBN SID implemented - % of international aerodromes/TMA where CCO is implemented	

Appendix A

SAMPLE TEMPLATE

1. AIR NAVIGATION REPORT FORM (ANRF)

(This template demonstrates how ANRF to be used.

The data inserted here refers to ASBU B0-05/CDO as an example only)

Regional and National planning for ASBU Modules

2. REGIONAL/NATIONAL PERFORMANCE OBJECTIVE – B0-05/CDO: Improved Flexibility and Efficiency in Descent Profiles

Performance Improvement Area 4: Efficient Flight Path – Through Trajectory-based Operations

3. ASBU B0-05/CDO: Impact on Main Key Performance Areas (KPA)

	Access & Equity	Capacity	Efficiency	Environment	Safety
Applicable	N	N	Y	Y	Y

4. ASBU B0-05/CDO: Planning Targets and Implementation Progress

5. Elements	6. Targets and implementation progress (Ground and Air)
1. CDO	
2. PBN STARs	

7. ASBU B0-05/CDO: Implementation Challenges

Elements	Implementation Area			
	Ground system Implementation	Avionics Implementation	Procedures Availability	Operational Approvals
1. CDO				
2. PBN STARs				

8. Performance Monitoring and Measurement

8A. ASBU B0-05/CDO: Implementation Monitoring

Elements	Performance Indicators/Supporting Metrics
1. CDO	Indicator: Percentage of international aerodromes/TMAs with CDO implemented Supporting metric: Number of international aerodromes/TMAs with CDO implemented
2. PBN STARs	Indicator: Percentage of international aerodromes/TMAs with PBN STARs implemented Supporting metric: Number of international aerodromes/TMAs with PBN STARs implemented

8. Performance Monitoring and Measurement 8 B. ASBU B0-05/CDO: Performance Monitoring	
Key Performance Areas (Out of eleven KPAs, for the present until experienced gained, only five have been selected for reporting through ANRF)	Where applicable, indicate qualitative Benefits,
Access & Equity	Not applicable
Capacity	Not applicable
Efficiency	Cost savings through reduced fuel burn. Reduction in the number of required radio transmissions.
Environment	Reduced emissions as a result of reduced fuel burn
Safety	More consistent flight paths and stabilized approach paths. Reduction in the incidence of controlled flight into terrain (CFIT).
9. Identification of performance metrics: It is not necessary that every module contributes to all of the five KPAs. Consequently, a limited number of metrics per type of KPA, serving as an example to measure the module(s)' implementation benefits, without trying to apportion these benefits between module, have been identified on page 5. For the family of ASBU modules selected for air navigation implementation, States/Region to choose the applicable performance (benefit) metrics from the list available on page 5. This approach would facilitate States in collecting data for the chosen performance metrics. States/Region, however, could add new metrics for different KPAs based on maturity of the system and ability to collect relevant data.	

**AIR NAVIGATION REPORT FORM
HOW TO USE - EXPLANATORY NOTES**

1. **Air Navigation Report Form (ANRF):** This form is nothing but the revised version of Performance Framework Form that was being used by Planning and Implementation Regional Groups (PIRGs)/States until now. The ANRF is a customized tool for Aviation System Block Upgrades (ASBU) Modules which is recommended for application for setting planning targets, monitoring implementation, identifying challenges, measuring implementation/performance and reporting. Also, the PIRGs and States could use this report format for any other air navigation improvement programmes such as Search and Rescue. If necessary, other reporting formats that provide more details may be used but should contain as a minimum the elements described in this ANRF template. The results will be analysed by ICAO and aviation partners and utilized in the Regional Performance Dashboards and the Annual Air Navigation Report. The conclusions from the Air Navigation Report will serve as the basis for future policy adjustments, aiding safety practicality, affordability and global harmonization, amongst other concerns.
2. **Regional/National Performance objective:** In the ASBU methodology, the performance objective will be the title of the ASBU module itself. Furthermore, indicate alongside corresponding Performance Improvement area (PIA).
3. **Impact on Main Key Performance Areas:** Key to the achievement of a globally interoperable ATM system is a clear statement of the expectations/benefits to the ATM community. The expectations/benefits are referred to eleven Key Performance Areas (KPA)s and are interrelated and cannot be considered in isolation since all are necessary for the achievement of the objectives established for the system as a whole. It should be noted that while safety is the highest priority, the eleven KPAs shown below are in alphabetical order as they would appear in English. They are access/equity; capacity; cost effectiveness; efficiency; environment; flexibility; global interoperability; participation of ATM community; predictability; safety; and security. However, out of these eleven KPAs, for the present, only five have been selected for reporting through ANRF, which are Access & Equity, Capacity, Efficiency, Environment and Safety. The KPAs applicable to respective ASBU module are to be identified by marking Y (Yes) or N (No). The impact assessment could be extended to more than five KPAs mentioned above if maturity of the national system allows and the process is available within the State to collect the data.
4. **Planning Targets and Implementation Progress:** This section indicates planning targets and status of progress in the implementation of different elements of the ASBU Module for both air and ground segments.
5. **Elements related to ASBU module:** Under this section list elements that are needed to implement the respective ASBU Module. Furthermore, should there be elements that are not reflected in the ASBU Module (example: In ASBU B0-80/ACDM, Aerodrome certification and data link applications D-VOLMET, D-ATIS, D-FIS are not included; Similarly in ASBU B0-30/DAIM, note that WGS-84 and eTOD are not included) but at the same time if they are closely linked to the module, ANRF should specify those elements. As a part of guidance to PIRGs/States, every Regional ANP will have the complete list of all 18 Modules of ASBU Block 0 along with corresponding elements, equipage required on the ground and in the air as well as metrics specific to both implementation and performance (benefits).
6. **Targets and implementation progress (Ground and Air):** Planned implementation date (month/year) and the current status/responsibility for each element are to be reported in this section. Please provide as much details as possible and should cover both avionics and ground systems. This ANRF being high level document, develop necessary detailed action plan separately for each element/equipage.

7. **Implementation challenges:** Any challenges/problems that are foreseen for the implementation of elements of the Module are to be reported in this section. The purpose of the section is to identify in advance any issues that will delay the implementation and if so, corrective action is to be initiated by the concerned person/entity. The four areas, under which implementation issues, if any, for the ASBU Module to be identified, are as follows:

- Ground System Implementation:
- Avionics Implementation:
- Procedures Availability:
- Operational Approvals:

Should be there no challenges to be resolved for the implementation of ASBU Module, indicate as “NIL”.

8. **Performance Monitoring and Measurement:** Performance monitoring and measurement is done through the collection of data for the supporting metrics. In other words, metrics are quantitative measure of system performance – how well the system is functioning. The metrics fulfil three functions. They form a basis for assessing and monitoring the provision of ATM services, they define what ATM services user value and they can provide common criteria for cost benefit analysis for air navigation systems development. The Metrics are of two types:

- A. **Implementation Monitoring:** Under this section, the indicator supported by the data collected for the metric reflects the status of implementation of elements of the Module. For example- Percentage of international aerodromes with CDO implemented. This indicator requires data for the metric “number of international aerodromes with CDO”.
- B. **Performance Monitoring:** The metric in this section allows to assess benefits accrued as a result of implementation of the module. The benefits or expectations, also known as Key Performance Areas (KPAs), are interrelated and cannot be considered in isolation since all are necessary for the achievement of the objectives established for the system as a whole. It should be noted that while safety is the highest priority, the eleven KPAs shown below are in alphabetical order as they would appear in English. They are access/equity; capacity; cost effectiveness; efficiency; environment; flexibility; global interoperability; participation of ATM community; predictability; safety; and security. However, out of these eleven KPAs, for the present until experienced gained, only five have been selected for reporting through ANRF, which are Access & Equity, Capacity, Efficiency, Environment and Safety. Where applicable, mention qualitative benefits under this section.

9. **Identification of performance metrics:** It is not necessary that every module contributes to all of the five KPAs. Consequently, a limited number of metrics per type of KPA, serving as an example to measure the module(s)’ implementation benefits, without trying to apportion these benefits between module, have been identified on page 6. For the family of ASBU modules selected for air navigation implementation, States/Region to choose the applicable performance (benefit) metrics from the list available on page 6. This approach would facilitate States in collecting data for the chosen performance metrics. States/Region, however, could add new metrics for different KPAs based on maturity of the system and ability to collect relevant data.
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[illegible]

(NAME) ANP, VOLUME III

PART II – AIR NAVIGATION SYSTEM IMPLEMENTATION

1. INTRODUCTION

1.1 The planning and implementation of the ICAO Aviation System Block Upgrades (ASBUs) should be undertaken within the framework of the [name of PIRG] with the participation and support of all stakeholders, including regulatory personnel.

1.2 The ASBU Blocks and Modules adopted by the [region, sub-region name] should be followed in accordance with the specific ASBU requirements to ensure global interoperability and harmonization of air traffic management. The [name of PIRG] should determine the ASBU Block Upgrade Modules, which best provide the needed operational improvements in the ICAO [Region-name].

2. ICAO [REGION-NAME] AIR NAVIGATION OBJECTIVES, PRIORITIES AND TARGETS

2.1 In accordance with Recommendation 6/1 of the Twelfth Air Navigation Conference (AN-Conf/12), PIRGs are requested to establish priorities and targets for air navigation, in line with the ASBU methodology.

2.2 The achievement of the intended benefits along each routing or within each area of affinity is entirely dependent on the coordinated implementation of the required elements by all provider and user stakeholders concerned.

2.3 Considering that some of the block upgrade modules contained in the GANP are specialized packages that may be applied where specific operational requirements or corresponding benefits exist, States and PIRGs should clarify how each Block Upgrade module would fit into the national and regional plans.

2.4 As Block 0 modules in many cases provide the foundation for future development, all Block 0 modules should be assessed, as appropriate, for early implementation by States in accordance with their operational needs.

2.5 In establishing and updating the [region-name] air navigation plan, the [name of PIRG] and States should give due consideration to the safety priorities set out in the Global Aviation Safety Plan (GASP) and [region-name] safety strategy.

2.6 States in the [region-name] through the [name of PIRG] should establish their own air navigation objectives, priorities and targets to meet their individual needs and circumstances in line with the global and regional air navigation objectives, priorities and targets.

3. MONITORING OF ASBU MODULES IMPLEMENTATION

3.1 The monitoring of air navigation performance and its enhancement should be carried out through identification of relevant air navigation Metrics and Indicators as well as the adoption and attainment of air navigation system Targets.

3.2 The monitoring of the regional implementation progress and performance metrics/indicators should be done for all elements planned by [name of PIRG]. The monitoring should allow global correlation of status and expectations, appreciation of benefits achieved for the airspace users, as well as corrective actions to be taken by the PIRG on implementation plans.

3.3 The [name of PIRG] should determine appropriate mechanisms and tools for the monitoring and the collection of necessary data at national and regional levels.

APPENDIX – ASBU BLOCK 0 MODULES APPLICABLE IN THE (NAME) REGION(S)

TO BE DEVELOPED