



**INTERNATIONAL CIVIL AVIATION ORGANIZATION**  
**AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP**  
**FIFTEENTH MEETING (APIRG/15)**

(Nairobi, Kenya, 26 – 30 September 2005)

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- Agenda Item 6: Review of significant developments related to air navigation**  
**6.1: Follow-up on the outcome of the Eleventh Air Navigation Conference**

**STATUS OF THE *GLOBAL AIR NAVIGATION PLAN FOR CNS/ATM***  
***SYSTEMS (DOC 9750)***

(Presented by the Secretariat)

**SUMMARY**

In follow-up to Recommendation 1/9 of the Eleventh Air Navigation Conference which addressed the status of the *Global Air Navigation Plan for CNS/ATM Systems* (Global Plan, Doc 9750), this paper reports on the results of the Council's review as well continued evolution of the Global Plan.

Action by APIRG is in paragraph 4.

**1. INTRODUCTION**

1.1 The Eleventh Air Navigation Conference (AN-Conf/11, Montreal, 22 September to 3 October 2003) discussed the role and function of the *Global Air Navigation Plan for CNS/ATM Systems* (Global Plan, Doc 9750), and agreed that the Global Plan was a significant component in the development of regional and national plans and that, together with the ATM operational concept, it provided an effective architecture for future air traffic management (ATM) systems. The Conference agreed on Recommendation 1/9: "That ICAO develop a formal review and agreement process for the *Global Air Navigation Plan for CNS/ATM Systems* (Doc 9750)." In March 2004, the Council noted the intent of the recommendation and requested the Commission to develop relevant proposals. This paper presents the work being undertaken to update the Global Plan so that it serves as a catalyst for the planning and implementation of the global ATM system as endorsed by the Conference.

**2. STATUS OF THE GLOBAL PLAN**

2.1 In March 1998, it may be recalled that the *Global Coordinated Plan for Implementation of ICAO CNS/ATM Systems* was re-titled as the *Global Air Navigation Plan for CNS/ATM Systems* (henceforth referred to as Global Plan), which was accepted by the Council. Since the acceptance of the

first edition of the revised Global Plan in 1998, a comprehensive proposal for amendment to several parts of the document was developed in June 2001 and, consequently, the second edition was published in 2002.

2.2 In November 2004, the Commission reviewed the ICAO documentation structure which included the process for update and acceptance of the Global Plan. The Commission also reviewed the legal status of all ICAO documents, including Standards and Recommended Practices (SARPs), Procedures for Air Navigation Services (PANS), supplementary procedures (SUPPs) and guidance material which is published in the form of manuals and circulars. Taking into consideration the legal constraints associated with changing the status of the Global Plan and being aware that the Global Plan was created as a living, dynamic document, to be easily updated within a short period of time, the Commission agreed that the present procedure for acceptance and updating of the Global Plan should be retained, with the addition that the Secretary General may, upon recommendation by the Commission, circulate specific proposals, or parts thereof, to States and selected international organizations for comment.

### **3. CONTINUED EVOLUTION OF THE GLOBAL PLAN**

3.1 AN-Conf/11 endorsed the global ATM operational concept (operational concept), thus providing a vision that would allow States and regions to align their planning processes and lead to economies and efficiencies that would benefit all members of the ATM community.

3.2 In follow-up to AN-Conf/11, the sixth meeting of the Air Navigation Commission Consultation with industry, with the theme “Fostering the Implementation of the Recommendations of the Eleventh Air Navigation Conference”, was held in Montreal on 18 and 19 May 2004. Among the topics discussed was “Global ATM — From Concept to Reality”, which resulted in the following conclusion:

“That those partners who are in a position to do so, work together toward the development of a common roadmap/global action plan, aimed at attaining operational benefits in the near- to medium-term and that such a document should be made available to ICAO by mid-October 2004, for presentation to the Air Navigation Commission and consideration for inclusion in the Global Plan.”

3.3 Subsequent to the above, an Industry Group was formed comprising representatives from Airbus, ARINC, Boeing, EUROCONTROL, the United States Federal Aviation Administration, Honeywell, Rockwell Collins, Société internationale de télécommunications aéronautiques (SITA), INMARSAT and Thales. The group developed an ATM Implementation Roadmap which was presented to the President of the Council on 15 October 2004. On 24 November 2004, the Roadmap was presented to the Commission during an informal briefing and on 18 January 2005, the Commission reviewed the Secretariat’s assessment of the Roadmap and requested the Secretariat to develop a proposal for amendment of the Global Plan to incorporate relevant material from the Roadmap.

3.4 The Industry Roadmap addresses short- and medium-term implementation activities associated with CNS/ATM systems, while the longer-term objectives are addressed in the operational concept. Therefore, the Commission is of the view that the Roadmap integrates very well with the operational concept and, if implemented successfully, would lead to a convergence with the ATM system envisaged by the operational concept and, together with the Global Plan and operational concept, forms a comprehensive planning structure.

3.5 Recommendation 1/10 of AN-Conf/11 requires that States and planning and implementation regional groups (PIRGs) consider the Global Plan as a catalyst for change, providing a

global safety and interoperability framework while allowing regional or local adaptation to efficiently meet regional and local needs. Recommendation 1/12 requires that ICAO take action to amend the Global Plan to clearly establish the linkage to the operational concept.

3.1 Therefore, the Commission is of the view that the Roadmap should be fully integrated into the planning process by incorporating it into the Global Plan. The Global Plan would then serve as a comprehensive planning tool for the short- and medium-terms, for both States and PIRGs, while at the same time would offer a transition plan for evolution to the ATM system envisaged within the operational concept.

3.2 Based on the above, on 18 January 2005, the Commission requested the Secretariat to develop a proposal for amendment of the Global Plan to incorporate relevant material from the Industry Roadmap as reviewed by the Commission, and to present the proposed amendment to the Commission for its initial review during its session of October-December 2005. The objective would be to transform the Global Plan into the baseline for measurable achievements and to focus the PIRGs on the coordinated implementation of a harmonized and seamless global ATM system.

3.3 The Commission also felt that there was an urgent need to inform States of the new approach to planning that will be encompassed in the amended Global Plan, in order to avoid a further proliferation of systems and planning activities. Therefore, it was agreed that the Secretary General should be requested to bring to the attention of States the process underway within ICAO with respect to amending the Global Plan.

#### **4. ACTION BY APIRG**

4.1 The Meeting is invited to note:

- a) that the present procedure for acceptance and updating of the Global Plan is being retained, with the addition that the Secretary General may, upon recommendation by the Commission, circulate specific proposals, or parts thereof, to States and selected international organizations for comment;
- b) the Global Plan will be updated so as to incorporate relevant material from the Industry-developed Roadmap; and
- c) that the Global Plan will be the primary element of the regional planning framework for a coordinated implementation of a harmonized and seamless global ATM system.