INTERNATIONAL CIVIL AVIATION ORGANIZATION

AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP
EIGHTEENTH MEETING (APIRG/18)
Kampala, Uganda (27 – 30 March 2012)

Agenda Item 3: **Performance Framework for Regional Air Navigation Planning and Implementation**
3.7: Other Air Navigation Matters

REGIONAL PERFORMANCE FRAMEWORK – TRANSITION TO eANPs

(Presented by the Secretariat)

SUMMARY

The vision of the world civil aviation community is to achieve an integrated global air traffic management (ATM) system through the implementation of air navigation systems in a progressive, cost-effective and centralized manner. The regional planning and implementation process is facilitated through formulation of Regional Air Navigation Plans (ANPs) which are developed by States within the forum of ICAO such as planning and implementation regional groups (PIRGs). This working paper presents a new web based format for all Regional ANPs, called electronic ANPs (eANPs), that can be updated in real time, edited online, viewed by all relevant partners, and aligned with the Aviation System Block Upgrades (ASBU) methodology. The electronic access and format will result in far more accurate and up-to-date data and lower costs in terms of time spent in duplicate work and error-checking.

Action by the meeting is at paragraph 3.

Related ICAO Strategic Objective (s): A

REFERENCES:
Regional Air Navigation Plans;
Asia/Pacific Region (Doc 9673);
Africa-Indian Ocean Region (Doc 7474);
Caribbean and South American Regions (Doc 8733);
European Region (Doc 7754);
Middle East Region (Doc 9708); and
North Atlantic Region (Doc 9634/9635)

1. INTRODUCTION

1.1 The Regional Air Navigation Plans (ANPs) set forth in detail the facilities, services and procedures required for international air navigation within a specified geographical area. The development of these regional plans is undertaken by ICAO's six planning and implementation regional groups (PIRGs) in coordination with States and supported by ICAO's Regional Offices and the Air

Navigation Bureau. The six PIRGs are: APANPIRG (ASIA/PAC Air Navigation Planning and Implementation Regional Group), APIRG (Africa-Indian Ocean Planning and Implementation Regional Group), EANPG (European Air Navigation Planning Group), GREPECAS (CAR/SAM Planning and Implementation Regional Group), MIDANPIRG (Middle East Air Navigation Planning and Implementation Regional Group) and NATSPG (North Atlantic Systems Planning Group). The plans associated with each PIRG are listed in the table above under references.

2. DISCUSSION

Regional Air Navigation Plans – Current Paper Based Format

2.1 In February 1997, the Council (C-DEC 150/3) decided that the ANPs should be published in all ICAO languages comprising of two volumes, a basic ANP as volume I and facilities and services implementation document (FASID) as volume II. The intent was to simplify amendment process in order to ensure currency of information. Amendments to Basic ANP, the stable document, require a time-consuming approval process by the governing bodies whereas the FASID requires frequent updates through coordination within the Secretariat. Should an amendment to either volume of the ANP be contentious, the issue would be brought to the attention of the ANC Council as appropriate. Effective July 2011, the amendment process was automated to further reduce the time reviewed within ICAO headquarters. But despite all these improvements, the challenge remained to keep the paper-based Regional ANPs updated, particularly in view of on-going technological developments. To address this issue, an online format of the Regional ANPs, called eANPs, has been launched.

Regional Air Navigation Plans – New Online Format

2.2 Since the original paper-based ANPs were first developed, there have been many advances in the collection and processing of air navigation data. Several data tools, such as the ICAO International Codes and Routes Designators (ICARD) allow States to dynamically keep air navigation data updated, while other electronic interfaces (such as the GIS tools developed by ICAO) allow States to view map-versions of their data. The tools, whether driven by ICAO or any other partner, are utilized in full compliance with rules in the Air Navigation Plans and cover more and more of the same data. As a result, the paper-based format of the Air Navigation Plans, under rigid publication dates, has not made it easy or convenient to maintain data shared with other ICAO documents, such as the *Location Indicators* (Doc 7910).

2.3 To reduce time to process the ANPs, duplication, and rework, it is necessary to transition the paper based ANPs to an online format, but doing so in an efficient manner. It is equally important, however, that this evolution should allow the air navigation planner to use the data or tools for their daily work. Consequently, ICAO has developed a plan to transition to the eANP by using it as an alternative to the paper- based ANPs and that all PIRGs upon review of the online system, or components thereof, are encouraged to transition any part of the ANPs that contains the same information to the electronic format.

2.4 The salient features of eANPs are:

a) It is a user-friendly, robust, web-based planning and editing tool for ICAO/PIRGs/States to ensure centralization and currency of data;
b) It affords an immediate and collaborative approach to air navigation planning so that all partners share in the quality and quantity of data and can distribute (or subscribe to) new versions or updates quickly and easily;

c) The text and tables of ATS Routes of Volume I, the Basic ANP has been updated;

d) The FASID tables in Volume II are updated with a new format for all of the tables including CNS, AIM, AOP and MET. These FASID tables have now been standardized and harmonized across all regions and aligned with ASBU methodology; and

e) The infrastructure report will be the basis for performance monitoring and review of the ASBU implementation at the regional and national levels. The infrastructure report form (IRF) templates for all the ASBU Block 0 modules for regional and national planning are available in each region plan of Volume II – FASID. These regional infrastructure reports that provide data for shared review will be utilized in developing the annual global infrastructure report.

2.5 While the eANP will continuously evolve and improve, the initial scope of the online system will cover the following data, currently viewable on the State Tools User Group website, (here: https://portal.icao.int/stug/Pages/Homepage.aspx).

a) All data related to ICAO Document 7910, Location Indicators;
b) All data related to aerodromes;
c) All data related to AIM; and
d) All data related to MET as it is on the current online application (here: http://192.206.28.84/MET/).

2.6 All developments related to the eANP are shared on the Safety Tools User Group (STUG) web site (EB 2011/17 refers) and all stakeholders are encouraged to follow the progress of the eANPs.

2.7 At the time of writing a beta version of the application to replace Document 7910 was being finalized. Once it is ready for testing a message with instructions will be posted on the STUG web site (here: https://portal.icao.int/stug/Pages/Homepage.aspx).

2.8 Beta versions of the other applications to view data will be launched by June 2012.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the progress of the eANP and the strategy to encourage it as an alternative method to maintain ANP related data, noting that the data contained in the eANP is not inconsistent with that contained in the paper based ANP, and further recognizing that the data in the paper based ANPs are increasingly incomplete and out of date.

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