



## DIRECTORS GENERAL OF CIVIL AVIATION-MIDDLE EAST REGION

### First Meeting (DGCA-MID/1) (Abu Dhabi, UAE, 22-24 March 2011)

#### Agenda Item 4: Air Navigation Issues

##### REVIEW OF THE OUTLINE AND OBJECTIVES FOR REVISED GANP

(Presented by the Secretariat)

#### SUMMARY

The 37th Session of the Assembly requested ICAO to review the Global Air Navigation Plan (GANP) (Resolutions A37/4 and A37/12 refer). The GANP document was last updated in 2005. This working paper presents the objectives of and outlines the work involved in revising the GANP.

Action by the meeting is at paragraph 3.

#### 1. INTRODUCTION

1.1 *Global framework:* ICAO strives to achieve the goal of a safe and orderly development of civil aviation through cooperation among Contracting States and other stakeholders. Recognizing the importance of a global framework to support ICAO's Strategic Objectives for the safety and sustainability of the air transportation system, the Organization developed the Global Air Navigation Plan (GANP) in 2006. This working paper presents the objectives for the revision of this global document and outlines the revision work involved.

#### 2. REVISION OF THE GLOBAL AIR NAVIGATION PLAN (GANP) — OBJECTIVES

2.1 The GANP, which was accepted by the Council in November 2006, has also been very successful as a high-level strategic document and has guided the efforts of States, planning and implementation regional groups (PIRGs) and international organizations in enhancing the efficiency of air navigation systems. The Global Plan contains near- and medium-term guidance on air navigation system improvements necessary to support a uniform transition to the global air traffic management (ATM) system envisioned in the operational concept the *Global Air Traffic Management Operational Concept* (Doc 9854). The long term initiatives of the operational concept, however, are maturing and the Global Plan needs to be updated to be relevant to the user community. The 37th Session of the Assembly (Resolutions A37-4 and A37-12 refer) instructed the Council to ensure that, in light of further operational and technical developments, the GANP is continuously maintained up to date in close collaboration with States and other stakeholders. The Assembly also directed the Council to update the GANP reflecting a globally harmonized series of operational upgrades. The intended

timeframe to deliver the revised GANP, with the roadmaps incorporated, is the Twelfth Air Navigation Conference (AN-Conf/12) planned to be held in Montréal in November 2012. The revision work on the GANP is outlined in **Appendix A** of this information paper.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the summary of the proposed revision to the GANP in Appendix to this paper;
- b) recognize that work on revising the GANP is underway; and
- c) take into account in planning and implementation of regional air navigation systems.

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## APPENDIX A

### GLOBAL AIR NAVIGATION PLAN (GANP)

#### Outline of the revision work

1. An updated and enhanced GANP will be a strategic document focusing, as before, on the implementation of a harmonized global ATM system and will outline a stepwise set of globally harmonized operational block upgrades which have been coordinated with States through a series of events planned for 2011 and 2012. This coordination will also take into consideration the reality that the pace of development and implementation within different States and regions will vary.
2. The revised GANP will provide roadmaps in support of the Global ATM Operational Concept that will bring some certainty to the investment decisions and actions on infrastructure, equipment and regulatory approval by States, air navigation service providers (ANSPs), aerodromes and operators. It will identify global operational trials which can serve to validate operational improvements and assist in the development of procedures as well as assist those States in introducing improvements for their growth demands.
3. This new approach of incorporating roadmaps in the GANP will also require a review of the global plan initiatives (GPIs). Many of the concepts supporting the GPIs have been validated and the experience and knowledge gained should be reflected in updated GPIs for the benefit of States. The revised GPIs will also help keep regional performance frameworks current and relevant. To assist with implementation by PIRGs, “block upgrades” based on the GPIs will be defined to optimize the delivery of user benefits. The GPIs will be performance-based and will avoid prescribing the technology to be applied which can vary according to regional or national operational requirements and the associated business cases.
4. A new format and structure is proposed for the revised GANP. Guiding principles and other enduring information will be contained in the body of the Plan. It is expected, however, that much will change before the next planned air navigation conference and, therefore, means are proposed to adapt the GANP to changing needs and circumstances. This, in fact, is one of the purposes of the roadmaps where such changes will be captured. The roadmaps will be presented in Appendices to the GANP, where more frequent changes will be possible, and will link to electronic versions of the regional air navigation plans, which will provide information on the regional plans and their implementation status. It is also proposed to include the list of regional performance objectives as an appendix to the revised Global Plan. The resulting enhanced GANP will remain a top-down strategic document for States, PIRGS and international organizations.

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