



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**THE SECOND MEETING OF THE APANPIRG AERODROMES
OPERATIONS AND PLANNING – WORKING GROUP (AOP/WG/2)**

Yogyakarta, Indonesia, 3 – 5 June 2014

Agenda Item 3: Performance Framework and Metrics**PROGRESS ON THE ALIGNMENT OF AIR NAVIGATION PLANS WITH THE
GLOBAL AIR NAVIGATION PLAN**

(Presented by the Secretariat)

SUMMARY

This paper reports on the work of the eANP Working Group (eANP–WG) which was formed in follow-up to the 12th Air Navigation Conference Recommendation 6/1 [Regional Performance Framework – Planning Methodologies and Tools] regarding the alignment of regional air navigation plans with the Fourth Edition of the Global Air Navigation Plan (Doc 9750).

This paper relates to –

Strategic Objectives:

- A: **Safety** – Enhance global civil aviation safety
- B: **Air Navigation Capacity and Efficiency** – Increase Capacity and improve efficiency of the global civil aviation system
- E: **Environmental Protection** – Minimize the adverse environmental effects of civil aviation activities

1. INTRODUCTION

1.1 The Council decided on 26 February 1997 (C-DEC 150/3) that the regional Air Navigation Plans (ANPs) should be published in two volumes: A Basic ANP with stable plan material and a Facilities and Services Implementation Document (FASID). The latest change to the procedures for amendment of ANPs for the Basic document was approved by the Council on 25 February 1998 (C-DEC 153/3).

1.2 The 12th Air Navigation Conference (AN-Conf/12) agreed to Recommendation 6/1 [Regional Performance Framework – Planning Methodologies and Tools] regarding the alignment of regional Air Navigation Plans (ANP) with the Fourth Edition of the *Global Air Navigation Plan* (GANP) (Doc 9750).

1.3 The ICAO Air Navigation Bureau (ANB) established the eANP Working Group (eANP-WG), a Secretariat Working Group, composed of representatives from each Regional Office and ICAO Headquarters to make proposals for changes to the *Regional Air Navigation Plans* (ANP) which included the development of a new structure, format and content of the ANP. The Terms of Reference (ToR) of the eANP Working Group (eANP-WG) is in the **Attachment**.

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, and from the other side, the States' national plans and actual implementation. In this regard the Secretariat WG considered the following:

- a) the ANPs have so far been developed to set forth, in detail, the facilities, services and procedures required for international air navigation within a specified region(s). They also contained 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 related to the ASBU modules;
- c) a clear separation between the mandatory requirements and the optional/selective or preferable 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. DISCUSSION

2.1 The eANP–WG had two face-to-face meetings (Paris, France, 4-8 February 2013 and Montreal, Canada, 18-22 November 2013), six Teleconferences of its Steering Committee (25 March, 3 June, 27 August, 31 October 2013, 26 March and 16 April 2014), one Teleconference of the whole WG members (5 September 2013). Most of the work was conducted through correspondence and teleconferences among the eANP WG Members.

2.2 The eANP WG agreed that the development of the eANP will consist mainly of the following steps:

- development of the ANP Template;
- approval of the ANP Template;
- development of new Regional ANPs based on the approved Template;
- approval/endorsement of the new Regional ANPs;
- development of the eANP online framework (web-based platform).

Objective of Regional Air Navigation Plans

2.3 The eANP WG agreed on the objective and purpose of the Regional ANP as follows:

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.

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).

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).

The ANPs contain provisions that States can follow in programming the provision of their air navigation facilities and services, 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.

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).

It supports the performance-based approach to planning adopted by ICAO to measure the efforts made by States in implementing the agreed requirements.

Format and Table of Contents of the eANP

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

- a) Volume I should contain stable plan elements the amendment of which require approval by the Council and these elements be related to:
 - assignment of responsibilities;
 - mandatory requirements subject to regional agreement; and/or
 - 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, related to
 - assignment of responsibilities;
 - mandatory requirements subject to regional agreement; and/or
 - 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;*
- *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 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 elements in ANP Volume III are thus not subject to the uniform methodology for the identification, assessment and reporting of air navigation deficiencies. The amendment of these elements would not require approval by the Council (approval of Part II is by regional agreement which includes the PIRG).

Description of the contents of the eANP

2.5 The general structure of the technical Parts of Volume I and II (AOP, CNS, ATM, MET, SAR and AIM) would consist of:

- Introduction;
- General Regional Requirements; and
- Specific Regional Requirements.

2.6 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.

2.7 It is highlighted that, the Statement of Basic Operational Requirements and Planning Criteria (BORPC) is not included in the new Regional ANP, 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.

2.8 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.

2.9 A table for inclusion in Part I of Volume III to define a 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 monitoring of the ASBU modules, including the design of supporting enablers (tables/databases) would be left to the regions/PIRGs.

Procedure for Amendment of the eANP

2.10 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 Facilities and Services Implementation Document (FASID) (with minor changes) would be applicable to Volume II (approval by regional agreement). The management and amendment of Volume III would be under the responsibility of the PIRGs. Nevertheless, the amendment of Parts 0 and I of Volume III should go through an inter-regional coordination mechanism and Part II would require approval by regional agreement which includes the PIRG.

2.11 The approval of the eANP of each region, based on the approved ANP template, would be accomplished with the transfer of the corresponding information from the current volumes of Basic ANP and FASID to the new Volumes I and II in accordance with the procedures for amendment.

Action Plan for further development of the ANP/eANP

2.12 In accordance with its Terms of Reference, the eANP WG developed a new structure, format and content of the Regional ANPs, harmonized the tables contained in the current Facilities and Services Implementation Documents (FASID) to support the implementation of the ICAO Aviation System Block Upgrades (ASBUs) and reviewed and proposed amendments to the ANP amendment process. The eANP WG coordinated for the development of the electronic Air Navigation Plan (eANP) on a web-based platform. The ANP template was reviewed by the ANC in May and will be submitted to the Council for approval in June 2014.

2.13 Subject to approval by the Council of the ANP Template, the development/approval of the ANPs/eANP would be in accordance with the following tentative Action Plan.

ANP Volume	eANP	Responsible	Date
Vol I, II & III	Population of eANP with existing data	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	Regional Offices/PIRGs	End 2015
Vol III	Approval of Part II by regional agreement. 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

Development of the eANP on a web based platform

2.15 In view of the agreed format of the eANP, the eANP WG considered that the current ANP application under SPACE (iSTARS 2.0) could be used as the basis for the development of the eANP web-based platform.

2.16 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.

2.17 The access to the eANP through the web based platform would facilitate the consultation of the air navigation plans 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 for States to plan whilst increasing the possibility to enhance coordination, particularly for States in the interface area with adjacent Regions.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the work done in developing the new Regional Air Navigation Plan template and associated procedures; and
- b) discuss any relevant matters as appropriate.

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ATTACHMENT - TERMS OF REFERENCE OF THE eANP WORKING GROUP (eANP-WG)

1. Background
 - 1.1 The eANP Working Group was established on 19 December 2012 by the Air Navigation Bureau (ANB) as a result of the recommendations formulated by the ICAO Deputy Regional Directors (DEPRD) training (Montreal, November 2012), taking into consideration new developments, including the outcome of the AN-Conf/12.
2. Terms of Reference
 - 2.1 The Working Group is expected to:
 - a) Make proposals for changes to the Regional Air Navigation Plans (ANPs), including:
 - development of a new structure, format and content;
 - harmonization of the tables contained in the current Facilities and Services Implementation Documents (FASID) to support the implementation of the ICAO Aviation System Block Upgrades (ASBUs); and
 - relevant implementation monitoring and reporting process.
 - b) Review and propose amendments to the current ANP amendment procedures and approval process, as appropriate;
 - c) Coordinate with the ICAO Aviation Safety Tools (SAST) Section the development of the electronic Air Navigation Plan (eANP) on a web-based platform;
 - d) Prepare an action plan to carry out the above activities.
 - 2.2 The results and proposals developed by the eANP Working Group will be presented to the Director of Air Navigation Bureau (D/ANB) for necessary action.
3. Working Methods
 - a) The Working Group should avoid duplication of work with other ANB projects and maintain close coordination among the existing entities, including the ROs, to optimize the use of available resources and experience;
 - b) The Working Group may designate, as necessary, ad-hoc groups to work on specific topics and activities; all tasks and activities should be clearly defined by time and deliverables; and
 - c) The Working Group should conduct its work electronically (emails and teleconferences), and only hold meetings when necessary.
4. Composition
 - a) Designated members from each Regional Office and Headquarters; and
 - b) Focal points/experts from ICAO to support the designated members and the activities of the Working Group.