



TWELFTH AIR NAVIGATION CONFERENCE

Montréal, 19 to 30 November 2012

Agenda Item 1: Strategic issues that address the challenge of integration, interoperability and harmonization of systems in support of the concept of “One Sky” for international civil aviation

GLOBAL AIR NAVIGATION PLAN

(Presented by the Secretariat)

1. AN-Conf/12 Flimsy No. 1 proposed the following Terms of Reference for the drafting group:
 1. Develop a list of **high level policy statements and/or principles** that will support the implementation and update of the aviation system block upgrades; the list should describe the statements and/or principles which can be developed with two very different timelines:
 - a) those statements and/or principles that should be endorsed by this Conference to be included in this, the Fourth Edition of the Global Air Navigation Plan which is expected to be endorsed by this Conference; and
 - b) those principles that should be endorsed by the Conference as recommendations for further work which would be proposed to be included in the Fifth Edition of the Global Air Navigation Plan, would will be updated the year prior to A-38 (2016). Some items of this effort will be presented for consideration by AT-Conf/6, in March 2013.
 2. To support the intended drafting effort, the following **high-level policy principles** are proposed as examples for consideration that might replace the contents of the current ‘Global Air Navigation Policy section’. Working within the existing sections of the Global Air Navigation Plan, these examples are shown in *italics* below:

Current Heading: Global Air Navigation Policy

Current Section: Defining and managing a “System of Systems”

- *Modules are not intended to be mandatory for any State.*
- *The Global Aviation Safety Plan and the Global Air Navigation Plan are interdependent plans with the individual evolution of each having consequential affects on each other.*
- *Stable, efficient and transparent processes needs to be established by ICAO for the periodic updating of the GANP, in cooperation with States, international organizations and industry.*

Current Section: Collaboration and engagement with the aviation community

- *All aviation stakeholders should be engaged during the process to determine whether, and/or which, modules should be implemented to address operational needs.*
- *Authority and engagement for GANP updates.*
- *Engagement of States, International Organisations and Industry.*

Current Section: Integrated planning for capacity and efficiency**Current Elements of the above section:**

- Introduction of the airspace management – a shared resource

Airspace Management is the process by which airspace options are selected and applied to meet the needs of the airspace users. Competing interests for the use of airspace make airspace management a highly complex exercise, necessitating a process that equitably balances those interests. The ultimate goal of airspace management is to achieve the most efficient use of the airspace based on actual needs and, when possible, avoid permanent airspace segregation.

- Homogeneous ATM areas
- Major traffic flows/routing areas
 - *Each region should consider its operational flows and, in conjunction with its neighbours, consider which modules provide the operational results needed to address the traffic.*
- Airspace modernization planning
 - *The GANP should address all aspects of ATM, and all eleven KPAs.*
- Regional planning and reporting (PIRGs)
 - *Through the planning and regional implementation group (PIRG) each region should consider its operational needs and review each of the modules for applicability.*
 - *When PIRGs determine that a particular module should be implemented within a region, implementation must be undertaken consistently with the GANP.*
 - *Data transparency and access to aid State/partner planning*

Current Section: Introduction to the ASBUs:

- Understanding modules and threads
- Block upgrade technology roadmaps

Current Section: Systematic, operational and emerging issues**Current Section: Future aviation spectrum access****Current Section: Financing aviation system modernization**

3. Examples of candidates for further **high-level policy statements and/or principles** which should be included in the Fifth Edition of the Global Air Navigation Plan are outlined below. These items are scheduled to be discussed during Agenda Item 6.1 including:

- a) the funding and/or financing issues that need to be addressed with each of the ASBU modules; and*
- b) the principles of access and equity.*

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