



ICAO

International Civil Aviation Organization
North American, Central American and Caribbean Office

INFORMATION PAPER

CAR/DCA/OPSAN — IP/02
14/01/14

Safety and Air Navigation Directors of the CAR Region Meeting (CAR/DCA/OPSAN)
Mexico City, México, 18 to 19 February 2014

Agenda Item 2: ICAO Global Air Navigation Plan (GANP) and Global Aviation Safety Plan (GASP)

2.1 Global Air Navigation Plan (GANP)

ICAO GLOBAL AIR NAVIGATION PLAN

(Presented by the Secretariat)

SUMMARY	
<i>The Global Air Navigation Plan (GANP) - Doc 9750, while providing the strategic direction for the ICAO technical work programme related to efficiency of global air navigation systems, also serves as guidance for the Planning and Implementation Regional Groups (PIRGs), States, service providers, airspace users and other stakeholders.</i>	
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency• Economic Development of Air Transport• Environmental Protection
<i>References:</i>	<ul style="list-style-type: none">• Doc 10007 - <i>Report of the Twelfth Air Navigation Conference (2012)</i>• Doc 9750 – <i>Global Air Navigation Plan</i>• Doc 9584 - <i>Global Air Traffic Management Operational Concept</i>

1. Introduction

1.1 An effective global Air Traffic Management (ATM) system achieves interoperability across all ICAO regions for all users during all phases of flight. It meets agreed levels of safety, provides for optimum economic operations, is environmentally sustainable and respects national security requirements. In this regard, ICAO's guiding vision is established in Doc 9854 - *Global Air Traffic Management Operational Concept*, while the GANP serves as the supporting strategic planning document. Based on consultation with States and industry stakeholders and reviewed by the Twelfth Air Navigation Conference (AN-Conf/12), the GANP has been restructured and will be further supported by dedicated tools designed to assist States, ICAO PIRGs, service providers, airspace users and industry stakeholders.

1.2 In accordance with Assembly Resolution A37-12, ICAO uses the GANP to drive the technical work programme of the Organization in the field of air navigation over each triennium. This GANP has been reviewed by the Air Navigation Commission (ANC) and changes have been incorporated in its fourth edition.

2. GANP Fourth Edition

2.1 To support a globally harmonized air navigation system, ICAO has developed the fourth edition to provide clear guidance on operational targets and supporting new technologies, avionics, procedures, standards and regulatory approvals needed to realize them. The GANP establishes a framework for incremental implementation based on the specific operational profiles and traffic densities of each State. This is accomplished through the Aviation System Block Upgrade (ASBU) methodology, which forms the basis of the revised GANP.

2.2 The ASBU modules are supplemented by Communications, Navigation, Surveillance (CNS), avionics and Aeronautical Information Management (AIM) Roadmaps. The AN-Conf/12 agreed that the ASBU modules and associated technology were an integral part of the GANP, a valuable implementation tool kit, and that the policy and associated principles that the GANP presents would be fundamental for successful long-term global Air Navigation (AN) planning. The revised GANP represents a 15-year strategic planning methodology, which leverages existing technologies and anticipates future developments based on State/industry agreed operational objectives. This will enable investment strategies and will help to generate the required commitment from States, equipment manufacturers, airspace users and service providers.

2.3 The ASBUs are organized in 5-year increments starting in 2013 and continuing through 2028 and beyond. ASBU implementation will be realized through regional work programmes based on specific operational needs. ICAO PIRGs design these work programmes, first by identifying the operational characteristics of their homogeneous ATM areas, major traffic flows and international aerodromes. Analysis of this operational data that identifies performance improvement opportunities and ASBU modules are then evaluated to identify which of them best delivers the needed operational improvements.

2.4 Once the operational analyses and resulting implementations have been completed, the next step consists on AN performance monitoring through an established measurement and reporting strategy.

2.5 The ICAO Council (C199/5) approved the fourth edition of the GANP on 29 May 2013, which is available at the following link: <http://www.icao.int/sustainability/Pages/GANP.aspx>

3. GANP Updates

3.1 The ICAO ANC will review the GANP as part of the triennial work programme, reporting to the ICAO Council one year in advance of each ICAO Assembly. The ANC report will provide a review of global progress made in achieving GANP objectives and will consider lessons learned by States, industry and PIRGs. Following approval by the Council, the updated GANP will then be submitted for endorsement by ICAO Member States at the next ICAO Assembly.

4. Conclusion

4.1 The Meeting is invited to take note of the fourth edition of the Global Air Navigation Plan for the establishment of priorities and targets consistent with the GANP.

— END —