



ICAO

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North American, Central American and Caribbean Office

WORKING PAPER

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**Fourth NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG/4)**  
Miami, United States, 21 – 24 August 2018

**Agenda Item 3: Global and Regional Air Navigation Plans**  
**3.1 Regional Electronic Air Navigation Plan (eANP) progress**

**REGIONAL ELECTRONIC AIR NAVIGATION PLAN (EANP) IMPLEMENTATION PROGRESS**

(Presented by the Secretariat)

**EXECUTIVE SUMMARY**

The working paper presents the implementation status of the electronic Air Navigation Plan eANP and the national air navigation plans, and the efforts for its alignment with the Global Air Navigation Plan through the Global framework for global harmonization – Aviation System Block Upgrade (ASBU) Block 0; complementary activities in preparation for upcoming provisions from the GANP Sixth version are presented for consideration of the Meeting.

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|------------------------------|---|
| <b>Action:</b>               | Suggested actions are shown in section 3  |
| <i>Strategic Objectives:</i> | <ul style="list-style-type: none"><li>• Safety</li><li>• Air Navigation Capacity and Efficiency</li></ul>   |
| <i>References:</i>           | <ul style="list-style-type: none"><li>• ICAO Doc. 9750-AN 2016-2030 Global Air Navigation Plan Edition – 2016</li><li>• Regional Performance Based air Navigation Implementation Plan (RPBANIP) v 3.1 – April 2014</li><li>• ICAO Doc. 9883 Manual on Global Performance of the Air Navigation System</li></ul> |

**1. Introduction**

1.1 The twelfth Air Navigation Conference (AN-Conf/12) was held in November 2012 and approved Recommendation 6/1 – Regional Performance Framework – Planning Methodologies and Tools to assist States, Planning and Implementation Regional Groups (PIRGs), and aviation stakeholders to implement harmonized and interoperable air navigation systems by aligning their future plans with the 4th edition of ICAO Doc 9750, Global Air Navigation Plan (GANP).

1.2 The Aviation System Block Upgrades (ASBU) is the framework introduced in the 4th edition of GANP. The ASBU is a phased-approach framework and the Recommendation 6/1 notes that States and PIRGs should focus on implementation of ASBU Blok 0 Modules according to their operational needs, once recognizing that these modules are ready for deployment. The Recommendation 6/1 also notes that PIRGs to finalize the alignment of regional air navigation plans (ANPs) to GANP. The GANP envisions that state ANPs be aligned with regional ANPs.

1.3 In June 2014 the ICAO Council decided that the regional ANPs should be published in three volumes; Regional ANP Volume I contains stable plan elements, Volume II contains dynamic plan elements, and Volume III contains dynamic/flexible plan elements. In the CAR/SAM Region the Volumes I and II Doc. 8733 eANP have been published.

1.4 The Global Air Navigation Plan GANP has been evolving and the Fifth Edition 2016 Doc. 9750 GANP 2016-2030 is available, ICAO is preparing the Sixth Edition 2019 that will be discussed during the 40th Assembly and will also include improvements to ensure the alignment of ANPs from the Global provisions to State needs.

## **2. Discussion**

2.1 The upcoming Thirteenth Air Navigation Conference AN-Conf / 13 to be held in October ([https://www.icao.int/Meetings/anconf13/Pages/default\\_en.aspx](https://www.icao.int/Meetings/anconf13/Pages/default_en.aspx)), will address several topics of great interest in preparation of the GANP sixth version, those topics should be considered to improve the regional and state air navigation plans incorporating elements and concepts that could be approved in the 40th Assembly. The meeting could consider convenient that States initiate the necessary planning process to keep abreast and facilitate future implementation tasks.

2.2 The eANP Volume II Doc. 8733 approved in June 2017, contains the dynamic elements of the plan and its evolution implies periodic updates that reflect the real situation of the facilities, services and procedures required for international air navigation in the CAR/SAM Regions; procedures for updating the Plan were included as Appendix A in the Part 0 Volume I and should be applied as necessary.

2.3 The GREPECAS Eighteen meeting analyzed the situation of Doc. 8733 eANP Volume III and concluded that it was necessary to postpone its approval until the updated version of the GANP has been released, and that CAR States would continue using the RPBANIP to create and update their State air navigation plans. (As a reference GREPECAS/18 D-18/7).

2.4 Supported by the ANIW ASBU/TF, the ICAO NACC Regional Office has been deployed several activities to assist States to align the National Plans to GANP; The first state ANP workshop was hosted by the ICAO NACC Regional Office in May 2018, three States (Barbados, Belize, and Mexico), one territory (Curacao), and one international organization (COCESNA) participated. After the 3-day workshop, all participants had developed a draft state ANP with clear understanding of what follow-up actions they needed to take to complete the draft document.

2.5 Following the successful results of the first state ANP workshop, the ICAO NACC Regional Office scheduled two additional workshops in 2018; one was developed recently sponsored by COCESNA to cover Central American States, the meeting is invited to review the fruitful results at the event web site: <https://www.icao.int/NACC/Pages/meetings-2018-asbu18.aspx>. The second workshop will be hosted by Barbados to cover the Eastern Caribbean States.

2.6 Chapter 3 of the GANP Fifth Version recommends a performance-based approach for implementing ASBU's and defines it as a: results-oriented approach, helping decision makers set priorities and determine appropriate trade-offs that support optimum resource allocation while maintaining an acceptable level of safety performance and promoting transparency and accountability among stakeholders.

2.7 ICAO is encouraging all States in cooperation with stakeholders to develop a focused set of Key Performance Indicators (KPIs) based on their specific needs and through the methodology guidelines of the Manual on Global Performance of the Air Navigation System (Doc. 9883); the defined KPI's will be used to prioritize future investments and to improve system efficiency maintaining an acceptable level of safety performance; GANP included a set of Potential key performance indicators and proposed PIRGS to further work to complement with additional KPIs that represents regional and states needs and capacities.

### **3. Suggested Actions:**

3.1 The Meeting is invited to:

- a) note the procedures for the update of eANP Volume II and consider its periodic update as indicated in paragraph 2.1,
- b) discuss the results of the workshop for the development/update of the State Air Navigation Plans held in August 2018 with the support of COCESNA, and propose improvements to be considered for future workshops,
- c) recognize the work and performance of the ANIWG ASBU/TF and support the development of its work plan by nominating experts to represent States and Territories,
- d) start the planning process for the development of the eANP Volume III, including CAR/SAM States, international Organizations and stake holders,
- e) consider the development of the regional KPI's in accordance with statements in paragraph 2.7 and following the ICAO provisions and guidance.