



IP-1 to WP-04

**Meeting for the Establishment of the APIRG Information and Infrastructure Management
Sub-Group (IIM/SG/1), Dakar, Senegal, 28-30 November 2016**

Agenda Item 2.2: AFI Air Navigation Plan (AFI ANP, AFI e-ANP, Doc 7474)

**Review of Assembly Resolutions, Council Decisions and other ICAO Documentation referring to
Regional ANPs (Including ROM)**

(Presented by the Secretariat)

SUMMARY

This paper presents the references related to Air Navigation Plans in ICAO provisions as Convention on International Civil Aviation, Assembly Resolutions, Council Decisions, Procedures approved by the Council, etc. to be used to support the discussions of WP 04.

Action by the meeting is in paragraph 3.

1. INTRODUCTION

1.1 The basis for the Air Navigation Planning is stemming from the *Convention on International Civil Aviation* (Doc 7300) article 28, *Air navigation facilities and standard system* where the states are requested to provide in its territories, airports, radio services, meteorological services and other air navigation facilities to support the international air navigation.

2. DISCUSSION

2.1 A regional Air Navigation Plan (ANP) details the facilities, services and procedures to be provided by States pursuant to Article 28 of the Convention, to accommodate the needs of international civil aviation within a region. Regional Offices have a primary role in the development and update of regional air navigation plans.

2.2 The responsibility for the preparation and publication of ANPPs rests with Headquarters. Updates are posted on the basis of the formally approved material supplied by the Regional Offices and on information available at Headquarters from other sources.

2.3 PIRGs have been established by the Council to ensure the continuous and coherent development of regional air navigation plans and to monitor and foster their implementation. PIRGs assist the Regional Offices in the update and implementation of regional ANPs; and follow-up and foster the implementation of SARPs, and PANS.

2.4 Several ICAO provisions from Chicago Convention, Assembly Resolutions, Council Decisions and other documentation refer to Regional ANPs (Including Regional Office Manual -ROM):

- a) Article 28, Air navigation facilities and standard systems;
- b) The last procedures to amend the Air Navigation Plans were approved by the Council on 25 February 1998;
- c) Assembly Resolution A38-12 Appendix E: *Consolidated statement of continuing ICAO policies and associated practices related specifically to air navigation*;
- d) Air Navigation Plans in Part 3, Air Navigation of the Regional Office Manual (ROM), but some of these references in the ROM manual need to be updated due to recent changes in the current and future use of the air navigation plans; and
- e) Other ICAO documents.

2.5 It has been included as Appendix of this working paper only the most relevant reference to ICAO provisions related to Air Navigation Plans. A more detailed study of all these references will be required in the near future as result of the work and recommendations made WP-04.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) take note of the references to ICAO provisions related to Air Navigation Plans mentioned in this ~~working~~ Information paper and its appendices; and
- b) recommend the necessary actions to amend the ICAO provisions and documents related to AFI Air Navigation Plan to cope with the developments emanated from WP-4.

– END –

APPENDIX A

Convention on International Civil Aviation, Assembly Resolutions and Council Decisions

1.

Article 28

Air navigation facilities and standard systems

Each contracting State undertakes, so far as it may find practicable, to:

- a) Provide, in its territory, airports, radio services, meteorological services and other air navigation facilities to facilitate international air navigation, in accordance with the standards and practices recommended or established from time to time, pursuant to this Convention;
- b) Adopt and put into operation the appropriate standard systems of communications procedure, codes, markings, signals, lighting and other operational practices and rules which may be recommended or established from time to time, pursuant to this Convention;
- c) Collaborate in international measures to secure the publication of aeronautical maps and charts in accordance with standards which may be recommended or established from time to time, pursuant to this Convention.

2.

**C-DEC 153/3
26/2/98**

**COUNCIL - 153RD SESSION
THIRD MEETING
(THE COUNCIL CHAMBER, WEDNESDAY, 25 FEBRUARY 1998, AT 1000 HOURS)**

SUMMARY OF DECISIONS

**Report of ANC — Review of the *Regional Supplementary Procedures* (Doc 7030)
Amendment Process (Subject No. 14.1.3)**

7. The Council next considered C-WP/10799, in which the Air Navigation Commission presented the results of its review of the process for the development and amendment of Regional Supplementary Procedures (SUPPs), as well as proposals for the improvement of that process.

8. In taking the action recommended by the Air Navigation Commission in paragraph 4.1 of C-WP/10799, the Council:

- a) noted the review carried out in that paper;

Note 1.—

- b) noted the intent to give further consideration to the delimitation of areas of applicability of SUPPs and their editorial presentation in Doc 7030 as indicated in paragraph 2.2.4 of the paper and to align the chart on page (ix) of Doc 7030 accordingly;

Note 2.—

- c) agreed that the procedure for the amendment of SUPPs be modified as shown in Appendix A to C-WP/10799; and

Note 3.—

- d) agreed with the consequential modifications to the procedure for the amendment of approved basic air navigation plans as shown in Appendix B to C-WP/10799.

**3. THE PROCEDURES TO AMEND THE AIR
NAVIGATION PLANS WERE APPROVED BY THE
COUNCIL ON 25 FEBRUARY 1998**

“ PROCEDURE FOR THE AMENDMENT OF REGIONAL PLANS, INCLUDING FASID MATERIAL

14. The Basic ANP and FASID may be amended by a regional air navigation meeting or by following the amendment procedures below. Changes to traffic forecasts in Part I — GEN of the FASID do not require formal amendment.

**PROCEDURE FOR THE AMENDMENT OF APPROVED
BASIC AIR NAVIGATION PLANS**

Approved by Council on 25 February 1998

15. Introduction

15.1 The procedure outlined below has been evolved to provide a means of maintaining basic regional plans in a current condition by correspondence.

16. General criteria

16.1 The Assembly has resolved that regional plans shall be revised when it becomes apparent that they are no longer consistent with current and foreseen requirements of international civil aviation and that, when the nature of a required change permits, the associated amendment of the regional plan shall be undertaken by correspondence between the Organization and the Contracting States and international organizations concerned.

16.2 When a State cannot immediately implement a particular part or a specific detail of a regional plan, although it intends to do so when practicable, this in itself should not cause the State to propose an amendment to the plan.

17. Procedure

17.1 If, in the light of the above criteria, any Contracting State (or group of States) of a region wishes to effect a change in the approved basic air navigation plan for that region it should propose to the Secretary General, through the regional office accredited to that State, an appropriate amendment to the plan, adequately documented; the proposal should include the facts that lead the State to the conclusion that the amendment is necessary. Such amendments may include additions, modifications or deletions. (This procedure does not preclude a State having previous consultation with other States before submitting an amendment proposal to the regional office.)

17.2 The Secretary General will circulate the proposal, adequately documented, with a request for comments to all provider and user States of the region considered affected as well as to user States outside the region and international organizations which may be invited to attend suitable ICAO meetings and which may be concerned with the proposal. If, however, the Secretary General considers that the proposed amendment conflicts with established ICAO policy, or that it raises questions which the Secretary General

considers should be brought to the attention of the Air Navigation Commission, the proposal will be first presented, adequately documented, to the Commission. In such cases, the Commission will decide the action to be taken on the proposal.

17.3 If, in reply to the Secretary General's inquiry to States and selected international organizations, no objection is raised to the proposal by a date specified, the proposal shall be submitted to the President of the Council, who is authorized to approve the amendment on behalf of the Council.

17.4 If, in reply to the Secretary General's inquiry to States and selected international organizations any objection is raised, and if objection remains after further consultation, the matter will be documented for formal consideration by the Air Navigation Commission. If the Commission concludes that the amendment is acceptable in its original or other form, it will present appropriate recommendations to the Council.

17.5 Proposals for the amendment of regional plans submitted by international organizations directly concerned with the operation of aircraft, which may be invited to attend suitable ICAO meetings and which attended the meeting(s) where the relevant plan was prepared, will be dealt with in the same manner as those received from States, except that, before circulating a proposal to States and selected international organizations pursuant to 3.2 above, the Secretary General will ascertain whether it has adequate support from the State or States whose facilities will be affected. If such support is not forthcoming, the proposal will be presented to the Commission, and the Commission will decide on the action to be taken on the proposal.

17.6 Proposals for the amendment of regional plans may also be initiated by the Secretary General provided that the State or States whose facilities will be affected have expressed their concurrence with the proposal.

17.7 Amendment to regional plans which have been approved in accordance with the above procedure will be promulgated at convenient intervals.

PROCEDURE FOR THE AMENDMENT OF THE FACILITIES AND SERVICES IMPLEMENTATION DOCUMENT (FASID)

Approved by Council on 26 February 1997

18. Amendments to the FASID shall be effected on the basis of an adequately documented proposal submitted by a Contracting State (or a group of States) to the ICAO Regional Office; the proposal should include the facts that lead to the conclusion that the amendment is necessary. Such amendments may include additions, modifications or deletions to the FASID. (This procedure does not preclude a State having previous consultation with other States before submitting the amendment proposal to the ICAO Regional Office.)

19. The ICAO Regional Office will circulate the proposal, adequately documented, with a request for comments to the provider States in the region and to user States except those which obviously are not affected, and, for information and comments if necessary, to international organizations which may be invited to attend suitable ICAO meetings and which may be concerned with the proposal. If, however, it is considered that the proposed amendment conflicts with established ICAO policy, or that it raises questions which should be brought to the attention of the Air Navigation Commission, the proposal will be adequately documented and presented to the Air Navigation Commission. In such cases, the Commission will decide the action to be taken on the proposal.

20. If, in reply to the ICAO Regional Office's inquiry, no objection is raised to the proposal by a specified date, it will be deemed that a regional agreement on the subject has been reached and the proposal shall be incorporated into the FASID.

21. If, in reply to the ICAO Regional Office's inquiry, any State objects to the proposal, and if objection remains after further consultation, the matter will be documented for discussion by the respective planning and implementation regional group (PIRG) and, ultimately for formal consideration by the Air Navigation Commission, if necessary. If the Commission concludes that the amendment is acceptable in its original or other form, it will present appropriate recommendations to the Council.

22. Proposals for the amendment of the FASID submitted by international organizations directly concerned with the operation of aircraft in the region, which may be invited to attend suitable ICAO meetings where the FASID was prepared, will be dealt with in the same manner as those received from States, except that, before circulating the proposal to all interested States, it will be ascertained whether the proposal has adequate support from the State or States whose facilities or services will be affected. If such support is not forthcoming, the proposal will not be pursued.

23. Proposals for the amendment of the FASID may also be initiated by the ICAO Regional Office provided that the State or States whose facilities or services will be affected have expressed their concurrence with the proposal.

24. Amendments to the FASID which have been approved in accordance with the above procedure will be promulgated at convenient intervals."

4. **A38-12: Consolidated statement of continuing ICAO policies and associated practices related specifically to air navigation**

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APPENDIX E
Formulation and Implementation of Regional Plans
including Regional Supplementary Procedures

Whereas the Council establishes Regional Plans setting forth the facilities, services and Regional Supplementary Procedures to be provided or employed by Member States pursuant to Article 28 of the Convention;

Whereas the Regional Plans require amendment from time to time to reflect the changing needs of international civil aviation;

Whereas ICAO has established an approach to planning of facilities and services that centres on the Global ATM Operational Concept and the Global Air Navigation Plan; and

Whereas any serious deficiencies in the implementation of Regional Plans may affect the safety, regularity and efficiency of international air operations and, therefore, should be eliminated as quickly as practicable;

The Assembly resolves that:

1. Regional Plans shall be revised when it becomes apparent that they are no longer consistent with current and foreseen requirements of international civil aviation;
2. when the nature of a required change permits, the associated amendment of the Regional Plan shall be undertaken by correspondence between ICAO and Member States and International Organizations concerned; and
3. when amendment proposals are associated with the services and facilities provided by States and such amendment proposals:
 - a) do not represent changes to the requirements set by the Council in the Regional Plans;
 - b) do not conflict with established ICAO policy; and
 - c) do not involve issues which cannot be resolved at the regional level; the Council may delegate authority for processing and promulgating such amendments to the regional level.
4. Regional Air Navigation (RAN) meetings, although important instruments in the determination of the facilities and services, shall be convened only to address issues which cannot be adequately addressed through the Planning and Implementation Regional Groups (PIRGs);
5. priority shall be given in the implementation programmes of Member States to the provision, and continuing operation of those facilities and services, the lack of which would likely have an adverse effect on international air operations;
6. the identification and investigation of and action by ICAO on significant deficiencies in the implementation of Regional Plans shall be carried out in the minimum practicable time; and
7. Planning and Implementation Regional Groups (PIRGs), using a project management approach, shall identify problems and shortcomings in Regional Plans and in the implementation thereof, along with suggested remedial measures.

Associated practices

1. The Council should ensure that the structure and format of regional plans is aligned with the Global Air Navigation Plan and is in support of a performance-based approach to planning.

2. In assessing the urgency of any revision of the Regional Plans the Council should take into account the time needed by Member States to arrange for the provision of any necessary additional facilities and services.
3. The Council should ensure that implementation dates in Regional Plans involving the procurement of new types of equipment are realistically related to the ready availability of suitable equipment.
4. The Council should ensure that web based regional plans are developed, with supporting planning tools, in order to improve efficiency and expedite the amendment cycle.
5. The Council should use the Planning and Implementation Regional Groups (PIRGs) it has established throughout the regions to assist in keeping up to date the Regional Plans and any complementary documents.

THE LATEST PROCEDURE FOR THE AMENDMENT OF REGIONAL AIR NAVIGATION PLANS

(Excluding amendments to Regional Supplementary Procedures)

(Approved by the Council on 18 June 2014)

1. Introduction

1.1. The procedure outlined below has been evolved to provide a means of maintaining the regional air navigation plans using an ANP web based platform.

2. General criteria

2.1. The Assembly has resolved that regional plans should be revised when it becomes apparent that they are no longer consistent with current and foreseen requirements of international civil aviation and that, when the nature of a required change permits, the associated amendment of the regional plan should be undertaken by correspondence between the Organization and the States and international organizations concerned.

2.2. When a State cannot immediately implement a particular part or a specific detail of a regional plan although it intends to do so, when practicable, this in itself should not lead to the State proposing an amendment to the plan.

2.3. The general structure of the regional plans for the parts which concern an air navigation field in Volumes I and II consists of an “Introduction”, “General Regional Requirements” and “Specific Regional Requirements”. As the section “General Regional Requirements” is harmonized for all regions, an amendment of the provisions (text) in “General Regional Requirements” will lead to amendment of Volumes I and II of the regional plans of all regions.

2.4. The amendment process of Volume III is under the responsibility of the relevant Planning and Implementation Regional Group (PIRG). The Parts 0 (Introduction) and I (General Planning Aspects) of Volume III are harmonized for all regions and the amendment of these parts should be made following inter-regional coordination.

3. User rights

3.1. Access to the ANP web based platform to develop and submit amendment proposals to the regional plan and to comment on an officially issued amendment proposal should be provided through controlled access by the State's or international organization's designated Focal Points. The State or international organization should officially inform their respective Regional Office of the registration of their designated Focal Points.

4. States and international organizations to be consulted

4.1. The Secretary General, through the relevant Regional Office, will determine the States and international organizations to be consulted on the amendment proposal. These will generally only include the provider and user States and international organizations that have a direct and obvious interest in the amendment in question.

PART A — AIR NAVIGATION PLANS, VOLUME I

5. Procedure for amendment of Volume I

5.1. If, in the light of the above general criteria, any State (or group of States) wishes to effect a change in the approved air navigation plan for that region, it should propose to the Secretary General, through the Regional Office accredited to that State, an appropriate amendment to the plan, adequately documented; the proposal should include the facts that lead the State (or group of States) to the conclusion that the amendment is necessary. Such amendments may include additions, modifications or deletions. (This procedure does not preclude a State having previous consultation with other States before submitting an amendment proposal to the Regional Office.) This proposed amendment should be submitted via the web based tool and/or by correspondence to the Regional Office.

5.2. Upon studying the proposal, if the Secretary General considers that the proposed amendment requires further coordination through the relevant Planning and Implementation Regional Group (PIRG), the proposal will be presented, adequately documented, to the PIRG. The views of the PIRG will be coordinated with the originating State and the proposed amendment will be uploaded via the ANP web based platform for processing proposals for amendment for approval by the Council.

5.3. If the proposal concerns an amendment of the provisions (text) in "General Regional Requirements", the Secretary General will coordinate and circulate, through all Regional Offices, an amendment of all the regional plans.

5.4. If the Secretary General considers that the proposed amendment conflicts with established ICAO policy, or that it raises questions which the Secretary General considers should be brought to the attention of the Air Navigation Commission, the proposal will be presented, adequately documented, to the Commission. In such cases, the Commission will decide the action to be taken on the proposal.

5.5. The Secretary General, through the Regional Office, will circulate the proposal, adequately documented, with a request for comments to all provider and user States of the region considered affected as well as to user States outside the region and international organizations which may be invited to attend suitable ICAO meetings and which may be concerned with the proposal. The States and international organizations concerned should either send their comments/agreement/objection via the ANP web based platform and/or by correspondence to the Regional Office. Any comment or objection should be adequately supported by reasons for the comment or objection.

5.6. If, in reply to the Secretary General's inquiry, no objection is raised to the proposal by a specified date, the proposal should be submitted to the President of the Council, who is authorized to approve the amendment on behalf of the Council. The approved amendment should be incorporated into Volume I of the regional plan.

5.7. If, in reply to the Secretary General's inquiry, any objection is raised, and if objection remains after further consultation, the matter will be documented for discussion by the respective planning and implementation regional group (PIRG) and, ultimately for formal consideration by the Air Navigation Commission, if it remains unresolved. If the Commission concludes that the amendment is acceptable in its original or other form, it will present appropriate recommendations to the Council.

5.8. Proposals for the amendment of Volume I of the regional plan submitted by international organizations directly concerned with the operation of aircraft, which may be invited to attend suitable ICAO meetings and which attended the meeting(s) where the relevant regional plan is managed, will be dealt with in the same manner as those received from States, except that, before circulating a proposal to States and selected international organizations, the Secretary General will ascertain whether it has adequate

support from the State or States whose facilities will be affected. If such support is not forthcoming, the proposal will be presented to the Commission, and the Commission will decide on the action to be taken on the proposal.

5.9. Proposals for the amendment of Volume I of the regional plan may also be initiated by the Secretary General, through the Regional Office accredited to that State, provided that the State or States whose facilities will be affected have expressed their concurrence with the proposal.

5.10. Amendments to Volume I of the regional plan which have been approved in accordance with the above procedure will be published in the ANP web based platform at convenient intervals.

PART B — AIR NAVIGATION PLANS, VOLUME II

6. Procedure for amendment of Volume II

6.1. Amendments of Volume II of the regional plan should be effected on the basis of an adequately documented proposal submitted by a State (or a group of States) or the relevant PIRG to the Secretary General, through the Regional Office accredited to that State. The proposal should include the facts that lead to the conclusion that the amendment is necessary. Such amendments may include additions, modifications or deletions to Volume II of the regional plan. (This procedure does not preclude a State having previous consultation with other States before submitting an amendment proposal to the Regional Office.) This proposed amendment should be submitted via the ANP web based platform and/or by correspondence to the Regional Office.

6.2. If the proposal concerns an amendment of the provisions (text) in "General Regional Requirements", the Secretary General will coordinate and circulate, through all Regional Offices, an amendment of all the regional plans.

6.3. The ICAO Regional Office will circulate the proposal, adequately documented, with a request for comments to all provider and user States of the region considered affected as well as to user States outside the region and international organizations which may be invited to attend suitable ICAO meetings and which may be concerned with the proposal. The States and international organizations concerned should either send their comments/agreement/objection via the ANP web based platform and/or by correspondence to the Regional Office. Any comment or objection should be adequately supported by reasons for the comment or objection.

6.4. If, in reply to the ICAO Regional Office's inquiry, no objection is raised to the proposal by a specified date, it will be deemed that a regional agreement (involving the relevant PIRG) on the subject has been reached and the proposed amendment should be incorporated into Volume II of the regional plan.

6.5. If, in reply to the ICAO Regional Office's inquiry, any objection is raised, and if objection remains after further consultation, the matter will be documented for discussion by the respective planning and implementation regional group (PIRG) and, ultimately for formal consideration by the Air Navigation Commission, if it remains unresolved. If the Commission concludes that the amendment is acceptable in its original or other form, it will present appropriate recommendations to the Council.

6.6. Proposals for the amendment of Volume II of the regional plan submitted by international organizations directly concerned with the operation of aircraft, which may be invited to attend suitable ICAO meetings, where the relevant regional plan is managed, will be dealt with in the same manner as those received from States, except that, before circulating a proposal to States and selected international organizations, the Secretary General will ascertain whether the proposal has adequate support from the

State or States whose facilities or services will be affected. If such support is not forthcoming, the proposal will not be pursued.

6.7. Proposals for the amendment of Volume II of the regional plan may also be initiated by the Secretary General, through the Regional Office accredited to that State, provided that the State or States whose facilities or services will be affected have expressed their concurrence with the proposal.

6.8. Amendments to Volume II of the regional plan which have been approved in accordance with the above procedure will be published in the ANP web based platform at convenient intervals.

PART C — AIR NAVIGATION PLANS, VOLUME III

7. Procedure for amendment of Volume III

7.1. Amendments of Volume III of the regional plan are under the responsibility of the relevant Planning and Implementation Regional Group (PIRG) and not subject to a formal application of the procedure for amendment of the ANP described in Parts A and B above. However, the amendment of the provisions of Part 0 - “Introduction” and Part I - “General Planning Aspects” needs special coordination, as specified in 7.4 below. Since these two Parts are harmonized for all regions, an amendment of the provisions contained there-in will lead to amendment of Parts 0 and I of Volume III of the regional plans of all regions.

7.2. Amendments of Volume III of the regional plan should be effected on the basis of an adequately documented proposal submitted to the ICAO Regional Office concerned by:

- | a State (or a group of States); or
- | the relevant Planning and Implementation Regional Group (PIRG) of the region(s); or
- | the ICAO Secretariat; or
- | international organisations directly concerned with the operation of aircraft, which may be invited to attend suitable ICAO meetings and/or which attended the meeting(s) where the relevant Volume III amendments were agreed.

7.3. This procedure does not preclude a State (or group of States) having previous consultation with other States before submitting an amendment proposal to the Regional Office. Such amendments may include additions, modifications or deletions to Volume III of the regional plan. In addition, the facts that led to the conclusion that the amendment should be included.

7.4. If the proposal concerns an amendment of the provisions in Part 0 - “Introduction” or Part I - “General Planning Aspects”, the ICAO Regional Office concerned will submit the proposal to ICAO Headquarters (Air Navigation Bureau) for coordination with all ICAO Regional Offices. The views of the ICAO Regional Offices will be taken into consideration in the consolidation/approval of the amendment by the ANB. The approved amendment will be published in Volume III of all regional plans at convenient intervals.

7.5. The mechanism for the amendment of Part II of Volume III of the regional plan should be developed, agreed by the relevant PIRG and reflected in the corresponding PIRG Handbook.