



INTERNATIONAL CIVIL AVIATION ORGANIZATION

Fourth Meeting of the APIRG Infrastructure and Information Management Sub-Group (IIM/SG4)

(Virtual, 31 August – 3 September 2021)

Agenda Item 05 : Implementation of ASBU Modules

WP5.1A Overview of the Sixth Edition of the GANP

(Presented by the secretariat)

SUMMARY
This working paper outlines the changes in the Sixth Edition of the Global air navigation plan ; Action by the meeting in paragraph 3
REFERENCE(S): <ul style="list-style-type: none"> ▪ Assembly Resolutions in Force - as of 4 October 2019 (Doc 10140) ▪ Global air navigation plan (Doc 9750)
This working document relates to ICAO Strategic Objectives: Safety, capacity and efficiency KPIS and concerned ASBU B0 Modules: All

1. INTRODUCTION

- 1.1 The 40th Session of the ICAO Assembly endorsed the sixth edition of the Global Air Navigation Plan (GANP) as the global strategic directions for air navigation.
- 1.2 The GANP drives the evolution of the global air navigation system to meet the ever-growing expectations of the aviation community. The purpose of the GANP is to equitably accommodate all airspace users operations in a safe, secure and cost-effective manner while reducing the aviation environmental impact.
- 1.3 The GANP provides a series of operational improvements to increase capacity, efficiency, predictability, flexibility while ensuring interoperability of systems and harmonization of procedures.

2. DISCUSSIONS

- 2.1 The Global Air Navigation Plan (Doc 9750) is the ICAO's highest air navigation strategic document and the plan to drive the evolution of the global air navigation system, in line with the Global Air Traffic Management Operational Concept (GATMOC, Doc 9854) and the Manual on Air Traffic Management System Requirements (Doc 9882). It also supports planning for local and regional implementation.

Multilayer structure

- 2.2 The sixth edition of GANP introduced a multilayer structure with each layer tailored to different audiences. This allows for better communication with both high-level and technical managers with the objective that no State or stakeholder is left behind. The four-layer structure is made up of global (strategic and technical), regional and national levels, and provides a framework for alignment of regional, sub-regional and national plans. The four-layer structure facilitates decision making by providing a stable strategic direction for the evolution of the air navigation system and, at the same time, timely relevance in the technical content.
- 2.3 To enable different stakeholders to access and use relevant information, all four levels of the GANP have been made available via a printer-friendly, interactive, web-based platform – the [GANP Portal](#). The platform ensures a common entry point to, and consistency between, all four levels of the GANP.
- 2.4 The **global strategic level** is presented as an electronic document, written in executive language and available in the six working languages of ICAO. It provides high-level strategic direction for decision-makers to drive the evolution of the global air navigation system.
- 2.5 Derived from the global strategic level, the **global technical level** is designed to support technical managers in planning the implementation of basic services and new operational improvements in a scalable and cost-effective manner and according to specific operational and performance needs, while ensuring interoperability of systems and harmonization of procedures.
- 2.6 The **regional and national levels** ensure consistency from the development of operational improvements to their implementation. Such levels provide the global aviation community with a common basis for short- and medium-term implementation planning.
- 2.7 The **regional level** addresses regional and subregional performance and operational needs, differences, constraints and opportunities through the ICAO Regional Air Navigation Plans and other regional initiatives aligned with the global strategic and technical levels.
- 2.8 The **national level** focuses on State planning. The development of national air navigation plans, in coordination with relevant stakeholders and in alignment with regional and global plans, is a strategic part of the State's national aviation planning framework and is crucial to achieve the common vision being developed in the GANP.

Basic Building Block (BBB) framework





- 2.9 At the Global Technical Level, the Basic Building Block (BBB) framework outlines the foundation of any robust air navigation system. It is nothing new but the identification of the essential services to be provided for international civil aviation in accordance with ICAO Standards. These essential services are defined in the areas of aerodromes, air traffic management, search and rescue, meteorology and information management. In addition to essential services, the BBB framework identifies the end users of these services as well as the assets (communications, navigation, and surveillance (CNS) infrastructure) that are necessary to provide them.
- 2.10 The BBB is considered an independent framework and not a block of the ASBU framework as they represent a baseline rather than an evolutionary step. This baseline is defined by essential services recognized by ICAO Member States as necessary for international civil aviation to develop in a safe and orderly manner. Once these essential services are provided, they constitute the baseline for any operational improvement.

ASBUs framework

- 2.11 The following table outlines the changes of the ASBUs in the 6th Edition of GANP compared to its previous version. These changes may call for an update of the Regional Air navigation Plan (eANP).

THREADS	B0 2013	B1 2019	B2 2025	B3 2031	B4 2037
ACAS / ACAS Airborne collision avoidance systems					
ACDM / ACDM Airport collaborative decision-making					
AMET / AMET Advanced MET information					
APTA / APTA Airport accessibility					
ASUR / ASUR Alternative surveillance					
/ COMI COM Infrastructure					
/ COMS COM Services/systems					
/ CSEP Cooperative Separation					
DATM / DAIM Digital ATM information					
FICE / FICE FF-ICE					
FRTO / FRTO Free-route operations					
/ GADS Global Aeronautical Distress & Safety Sys					
/ NAVS Navigation Systems					
NOPS / NOPS Network operations					
OPFL / OPFL Optimum flight levels					
RATS / RATS Remote ATS					
RSEQ / RSEQ Runway sequencing					
SNET / SNET Safety nets					
SURF / SURF Surface operations					
SWIM / SWIM System-wide information management					
TBO / TBO Trajectory-based operations					
WAKE / WAKE Wake turbulence separation					
ASEP / Airborne separation					
CDO / Continuous descent operations					
CCO / Continuous climb operations					
RPAS / Remotely piloted aircraft systems					

Caption

	Thread in GANP 5 continuing		Continuing thread in GANP 6
	Thread in GANP 5 terminated		New thread in GANP 6

3. ACTIONS BY THE MEETING

- 3.1 The meeting is invited to:
- a) Note the information provided in this document,
 - b) Adopt the following draft conclusion

3.2 **Draft Conclusion /xx: Review of the eANP volume III in line with the sixth edition of the GANP**

That;

In order to update the AFI Regional air navigation plan and ensure its consistency with the global technical plan:

- a) the IIM/SG Projects teams to assess the priority modules of ASBU Block 1 applicable to their areas of expertise, for implementation in AFI region, and submit the prioritization to the secretariat by 31 December 2021,
- b) the secretariat to consolidate the ASBU Block 1 priority assessment, liaise with the AAO/SG secretariat to develop a draft revised Regional Air Navigation System Implementation Plan in line with the sixth edition of the GANP for integration in the eANP Volume III, and report to the next IIM/SG Meeting (IIM/SG/5).

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