INTERNATIONAL CIVIL AVIATION ORGANIZATION

First Meeting of the Africa - Indian Ocean Aviation System Planning and Implementation Group (AASPG/1)

Libreville, Gabon, 3 - 7 November 2025

Agenda Item 4: Implementation of safety and air navigation goals, targets and indicators, including priorities set in the Regional Aviation Safety and Air Navigation Plans

4.5. Regional and National Aviation Safety and Air Navigation Plans

IMPLEMENTATION OF REGIONAL AND NATIONAL AIR NAVIGATION PLANNING FRAMEWORKS

(Presented by ASECNA)

SUMMARY
This working paper focuses on the need to update the Regional Air Navigation Plan (ANP-AFI) taking into account the major developments in the Global Air Navigation Plan (GANP) from its fifth edition to the eighth edition. The paper also outlines the need to provide support to States in the form of workshops, in particular, to facilitate and accelerate the development of national air navigation plans in the region and finally proposes an introspective analysis for better efficiency in the implementation including the effectiveness of the project approach since its adoption by the AFI region's planning and implementation framework. Action by the Meeting indicated in Paragraph 3 of the WP.

REFERENCE (S)	- Doc 9750, Global Air Navigation Plan – Eighth edition - AFI Region Air Navigation Plan
Strategic Objectives	This paper relates to ICAO Strategic Objectives A, B, D and E

1   INTRODUCTION

1.1   The Global Air Navigation Plan (GANP) has defined several levels of planning: the global strategic level, the global technical level, the regional level and the national level.

1.2   The eighth edition has just been approved in October 2025 by the 42nd session of the ICAO Assembly with major changes.

1.3   The Regional Air Navigation Plan of the AFI Region (AFI ANP) contains guidelines for the planning by States of activities relating to air navigation and aerodrome services.

The latest edition of Volume III of the ANP AFI dates from July 2023.

1.4   In 2024, the planning and implementation framework at the regional level was restructured by merging APIRG and RASG-AFI into a single AASPG (Africa - Indian Ocean Aviation System Planning and Implementation Group).

1.5   The AASPG is now the body in charge of planning and implementation at the regional level, structured into three sub-groups:

- Aerodrome and Airspace Operations Sub-Group (AAO/SG);
- Infrastructure and Information Management Sub-Group (IIM/SG); and
- Safety Management and Oversight Sub-Group (SMO/SG.

1.6   The region has adopted a project-based approach for several years with the creation of several project teams within the sub-groups with a view to accelerating implementation.

2.   DISCUSSION

Update of the AFI air navigation plan

2.1   The GANP has undergone major developments from its fifth edition in 2016 to the eighth edition approved in October 2025 by the 42nd session of the ICAO Assembly. In particular, from the seventh to the eighth edition, the changes concern, among other things, the movement of certain elements from one Block to another, as is the case of the APTA Thread for which all the elements of Block 1 are moved to Block 2, the introduction of new elements such as DATS 3/1 and DATS 4/1 relating respectively to the provision of AFIS service on multiple aerodromes and to the provision of aerodrome control on multiple aerodromes, the change in the maturity of ASBU elements with all modules of the GADS thread indicated as mandatory.

2.2.   The latest version of Volume III of the Regional Air Navigation Plan (ANP AFI) dates from July 2023. This version is aligned with the sixth edition of the GANP, but the categorization and priority classification of the ASBU elements applicable to the Region is based on the fifth edition of the GANP and its modular approach.

2.3.   It therefore appears necessary to update the regional air navigation framework and to update the designation of the relevant ASBU elements for the AFI region, as well as their associated priorities.

Support to States for the implementation of national air navigation plans

2.4.   States shall develop and implement national air navigation plans that meet their specific needs and that must be aligned with regional and global air navigation plans.

2.5.   There is no reference framework that would allow States to develop national air navigation plans; an approach based on a deviation assessment from the regional planning framework seems to be the one advocated by ICAO.

2.6.   The Agency for the Safety of Air Navigation in Africa and Madagascar (ASECNA), as the air navigation service provider for its 18 African Member States, has initiated the

development of an air navigation master plan in its areas of competence. This master plan, when adopted by the institution's governing bodies, could serve as a basis for the development of the national air navigation plans of the ASECNA member States.

2.7. In order to facilitate and accelerate the development and implementation of national air navigation plans in the AFI Region, it is necessary for ICAO to provide support to States in the region. This support can be carried out in the form of workshops organized by the ICAO Regional Offices and should focus on a better understanding of the GANP, including the ASBU framework and the implementation of the relevant elements in the AFI ANP.

2.8. ASECNA has already engaged in discussions with the ICAO Secretariat with a view to organizing a workshop on the GANP in 2026.

Effectiveness of the ICAO Regional Project Implementation Framework

2.9. In order to ensure the smooth and efficient implementation of projects of regional scope, project teams are set up based on the responsibilities and action plan of the various sub-groups of APIRG and then AASPG.

2.10. While the sub-groups are participating effectively in the development of the framework for planning and identifying the projects to be implemented, it is nevertheless legitimate to question the impact of the current organization in the effective management and implementation of the projects identified and adopted.

2.11 It is therefore necessary to evaluate this ICAO regional project implementation framework and to give it a new impetus, given that it is essential to ensure the effectiveness of projects whose implementation requires greater coordination between States.

2.12. To this end, the roadmaps of the ICAO regional project teams should be reviewed and updated, with greater emphasis on the implementation of projects with strong industry involvement and the development of a performance measurement mechanism.

3   ACTION BY THE MEETING

3.1   The meeting is invited to:

   a) Take a decision to update the regional air navigation plan to consider changes in the GANP;

   b) Request ICAO to support States to facilitate and accelerate the development of national air navigation plans in the region, through the organization of workshops for a better understanding of the GANP and its implementation at the regional and national levels; and

   c) Decide on the evaluation of the current ICAO framework for the development of regional projects, in order to give it a new impetus with a strong involvement of the industry in order to improve the implementation of the regional air navigation plan.