



WORKING PAPER

TWELFTH AIR NAVIGATION CONFERENCE

Montréal, 19 to 30 November 2012

Agenda Item 1: Strategic issues that address the challenge of integration, interoperability and harmonization of systems in support of the concept of “One Sky” for international civil aviation

1.1: Global Air Navigation Plan (GANP) – framework for global planning

- a) ASBU methodology and contents
- b) Communications roadmap
- c) Navigation roadmap
- d) Surveillance roadmap
- e) Avionics roadmap
- f) Aeronautical information management (AIM) roadmap

FURTHER DEVELOPMENT OF THE GLOBAL AIR NAVIGATION PLAN

(Presented by Australia)

SUMMARY

The paper recommends the Air Navigation Commission and representatives from a wide regional cross section of States, in close consultation with the ICAO Secretariat, develop the final form and content of the Global Air Navigation Plan for endorsement by the ICAO Council.

This paper proposes improvements to assist in the final drafting of the Global Air Navigation Plan (Global Plan) a draft of which was circulated as an attachment to AN-Conf/12-WP/3. These improvements propose the Plan, which concentrates on capacity and efficiency, clearly indicate its linkages with the Global Aviation Safety Plan and other ICAO strategic objectives and policies for air navigation.

The paper proposes the ASBUs form a valuable supporting attachment to the Global Plan but that they should not be represented in the Plan as “global air navigation policy” as implied by Chapter 1 of the draft plan as shown in WP/3.

The paper recommends a tiered planning approach be adopted to avoid a “solutioneering” approach to air navigation problems that may or may not be as relevant to specific regions or States - i.e. ICAO’s separate global air navigation safety and capacity and efficiency plans help inform the establishment of tailored regional and State air navigation plans.

Action: The Conference is invited to agree to the recommendations in paragraph 3.2.

1. INTRODUCTION

1.1 The current *Global Air Navigation Plan* (Doc 9750) is described as a strategic document that outlines the methodology for global air navigation harmonization. The GANP is not an implementation plan which details projects or commitments on behalf of global aviation stakeholders.

1.2 The Third Edition of the GANP draws on the *Global Air Traffic Management Operational Concept* (Doc 9854) for the vision of evaluation of the global air navigation system and the supporting air traffic management systems. The Third Edition GANP introduces performance based planning including guidance on how to choose performance objectives, set targets and measure the overall performance of the system, leading to the establishment of safe, cost-effective global and regional work programs.

1.3 The draft Global Air Navigation Plan (Global Plan) introduced to this Conference is described as an evolution of the Third Edition of the GANP drawing on guidance from Doc 9750, the *Manual on Air Traffic Management System Requirements* (Doc 9882) and *Manual on Global Performance of the Air Navigation System* (Doc 9883).

1.4 However the draft Global Plan attached to WP/3 is, as its title suggests, a Global Plan that focuses on capacity and efficiency. It proposes a link with the Global Aviation Safety Plan (GASP) once finalized, as a companion document, which together describe the baseline and future evaluation of the safety, capacity and efficiency of the air navigation system.

1.5 The main feature of the draft Global Plan is the proposed adoption of the aviation system block upgrade (ASBU) methodology and supporting technology roadmaps. The ASBU modules have been developed largely by a select technical team against a backdrop of European and US air navigation projects focussed on significant regional capacity and efficiency challenges.

1.6 While supportive of the establishment of the ASBU framework, and its supporting technology roadmaps, to implement improved air navigation performance, the ASBU modules should form a key supporting attachment to the Global Plan. The ASBUs should not be the policy or the plan itself as appears in the current draft circulated in WP/3.

2. DISCUSSION

2.1 ICAO has over a number of years published several documents which describe future concepts and planning methodologies to assist in future air navigation planning.

2.2 However not all of these plans are fully integrated nor have they translated well to facilitate regional and State implementation and support the aim of seamless international air navigation.

2.3 The Global Plan should facilitate the implementation of a global seamless air navigation system but allow all regions and States to work towards ICAO's agreed air navigation objectives and policies by adapting the Global Plan to the circumstances of their individual regions and States.

2.4 The ASBUs should therefore become a valuable tool kit to assist regions and States in the development of their plans to align with the identified four performance improvement areas on a globally consistent basis.

2.5 Acknowledging that the draft Global Plan circulated as an attachment to WP/3 is specifically aimed at the proposed new and separate ICAO strategic objective of air navigation capacity and efficiency, it is proposed that the draft Global Plan can be improved by the inclusion of the following requirements:

- a) how the Global Plan links with GASP and the ICAO strategic objectives (safety, security, environmental protection and sustainable development) noting that without integration of plans, States may not include vital safety initiatives in their air navigation planning if they simply focus on the capacity and efficiency modules in WP/3;

- b) recognition that the Global Plan will be tailored and adapted by regional and State plans to their specific needs (for example, specific regional and State air navigation safety plans and priorities, arising out of GASP, taking precedence over the capacity and efficiency priorities once established in the draft Global Plan in WP/3);
- c) establishing the ASBUs, once finalized, as an attachment to the Global Plan; and
- d) ensuring that the performance based approach to planning as set out in Doc 9883 is a key feature of the plan.

3. CONCLUSION

3.1 Appreciating the work that has gone into the current drafting of the Global Air Navigation Plan and having regard to the proposals and discussions on the draft Plan at this Conference, a rigorous process needs to be established following the Conference to help finalize this Plan for the ICAO Council's endorsement.

3.2 The Conference is invited to agree that:

- a) the Air Navigation Commission and representatives from a wide regional cross section of States, in close consultation with the ICAO Secretariat, develop a final Global Plan for endorsement by the ICAO Council, having regard to the content of the draft *Global Air Navigation Plan* (Doc 9750) circulated with WP/3 and related proposals discussed at the Conference;
- b) the final Global Plan:
 - 1) indicate how this plan links with the Global Aviation Safety Plan (currently being developed) and ICAO's strategic objectives (safety, security, environmental protection and sustainable development);
 - 2) recognize that specific air navigation safety priorities arising out of the next Global Aviation Safety Plan will take precedence over the capacity and efficiency priorities set out in the draft Global Plan in WP/3);
 - 3) establish the ASBU's, once finalized, as an attachment to the Plan; and
 - 4) ensuring that the performance based approach to planning as set out in the *Manual on Global Performance of the Air Navigation System* (Doc 9883) is a key feature of the Plan; and
- c) that a tiered planning approach be adopted to avoid "a "solutioneering" approach to air navigation problems that may or may not be as relevant to specific regions or States, i.e. ICAO's global aviation safety and capacity and efficiency plans help inform the establishment of tailored air navigation plans by regions and States which address the specific needs and priorities of those regions and States.