



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

GLOBAL AIR NAVIGATION PLAN

(Presented by the Presidency of the European Union on behalf of the European Union and its Member States¹; by the other Member States of the European Civil Aviation Conference²; and by the Member States of EUROCONTROL)

SUMMARY

This paper supports the ICAO performance oriented planning approach. It stresses that the GANP product suite requires, amongst other characteristics, careful development of the electronic functions to ensure easy access to information, as well as regular and traceable updates.

Action: The Conference is invited to agree to the recommendation in paragraph 3.

1. INTRODUCTION

1.1 AN-Conf/12-WP/3 introduces the proposed revision to the *Global Air Navigation Plan* (Doc 9750) for endorsement by the Conference. AN-Conf/12-WP/36 presents the European ATM Master Plan which is the consistent transposition of the Global Plan for the European Civil Aviation Conference (ECAC) and European Union (EU) airspace, and which supplements the Global Plan with additional measures required to deliver the levels of air traffic management (ATM) performance required in that airspace.

1.2 The Global Air Navigation Plan (GANP) is supported by extensive knowledge and material describing the rationale and characteristics of the elements of the plan. This material, and in particular the aviation system block upgrades and the technology roadmaps, have been developed with the active participation of experts. Its availability and accuracy are essential to give to those that will endorse the GANP the confidence that the high level picture can and will be used effectively to direct both the development and implementation activities.

¹ Austria, Belgium, Bulgaria, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden and United Kingdom. All these 27 States are also Members of ECAC.

² Albania, Armenia, Azerbaijan, Bosnia and Herzegovina, Croatia, Georgia, Iceland, Moldova, Monaco, Montenegro, Norway, San Marino, Serbia, Switzerland, The former Yugoslav Republic of Macedonia, Turkey and Ukraine.

1.3 The GANP gives a perspective which is not limited to the shorter actions. There are long lead times in international aviation from R&D to actual implementation, and transition is complex when it requires synchronization among different actors to generate the expected operational benefits. It is, therefore, important that the GANP, as proposed, takes a long enough time perspective, acknowledging that the longer term cannot be as accurately defined as the shorter term.

2. DISCUSSION AND POTENTIAL ISSUES

2.1 Status and updating of the GANP information

2.1.1 The paper version of the GANP is a document targeted to an executive audience. Additional material is available on electronic support to provide the substance that cannot be in the executive document. This broad orientation is supported, but it leads to a number of questions that need to be addressed upfront when the Conference and subsequently other ICAO organs will deal with the GANP. These questions relate to the status of the planning information and its updating.

2.1.2 Who approves what, in particular depending on whether it is on paper or electronic support? What form of "approval", "adoption", "endorsement" does this entail? By comparison, the European ATM Master Plan itself is not "binding" to European States or industry.

2.1.3 The inventory of the electronic material supporting the plan should also be fully determined so that any user of the GANP knows what he can expect to find and where. In this respect one should avoid letting the user find himself at random in a huge data base, and a tutorial should accompany the electronic GANP.

2.1.4 Who can modify what and when in the GANP (paper or electronic), and what is the status of the modified information? The process for the update of the Plan should cater for a suitable mechanism to communicate to interested parties any substantial strategic change that could be made in the future.

2.1.5 It is not desirable that the plan is updated in real-time as soon as some information changes. This would lead to instability and a moving target prejudicial to international coordination. At a given moment, the baseline information should be consistent, and so should be the plan once an update is endorsed. A clear mechanism for the updating of the GANP is therefore required at the time the GANP itself is adopted.

2.1.6 The proposed 3-year update cycle is supported since it both represents a period which is short enough to react and long enough to give stability and limit the required updating efforts, and it allows the update and the impact of the update on the ICAO work to be considered by the Assembly shortly after an update has been prepared. For an update, it is particularly critical to ensure that the interactions between e.g. modules and enablers are taken into account and potential inconsistencies are resolved.

2.2 Reporting

2.2.1 The proposed air navigation reports are a logical element of the planning process and allow closing the loop with feedback from actual needs, operations and implementation progress. However, in a context where there are already a number of reporting requirements imposed on the aviation community, and where there is still substantial work to define suitable indicators, one should pay a careful attention to avoid duplications and minimize the overall reporting efforts required. It would be advisable to also relate closely reporting to the benefits of it for the aviation community.

2.3 GANP and GASP

2.3.1 It is appreciated that the GANP is presented with the Global Aviation Safety Plan (GASP) in perspective. Safety is a permanent preoccupation in air navigation. Moreover, with the increasing integration of the systems (on the ground, in the aircraft, between air and ground), the definition of new procedures, the certification and approval processes are also more and more integrated. However, the purpose and mechanism of both plans are different and should not be confused.

2.3.2 GASP is a strategic plan for safety management where GANP is a strategic plan for ATM renovation. The audience and actions of both plans are different and both documents will have a different life and will be influenced by very different factors.

2.3.3 However, in respect to the global “One Sky” gate-to-gate perspective, the harmonization and coordination between different documents (such as GASP and GANP) is essential and suitable mechanisms should be in place within ICAO.

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to:

- a) support the ICAO performance oriented planning approach;
- b) note the intention of the States and international organizations presenting this paper to actively cooperate with ICAO at the global and regional level during all phases of work, including the updating of the Plan and its implementation;
- c) request ICAO to ensure the consistency and completeness of the different components of the paper and electronic version of the GANP and its future updates; and
- d) request ICAO to urgently define a stable and efficient process for updating the plan, specifying in particular the nature and status of the planning information on electronic media.

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