



| ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

A UN SPECIALIZED AGENCY

Regional Air Navigation Plan (AFI ANP)

First Meeting of the Africa - Indian Ocean Aviation System Planning and
Implementation Group (AASPG/1) - Libreville, 3 - 7 novembre 2025

OUTLINE

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ANP to Electronic ANP -
eANP

03 eANP Structure

01

Background

1.1 Regional ANP Vs
Global ANP

1.2 Regional ANPs -
Documents



1. Background

1.1 Regional ANP Vs Global ANP

The Global Air Navigation Plan (GANP)



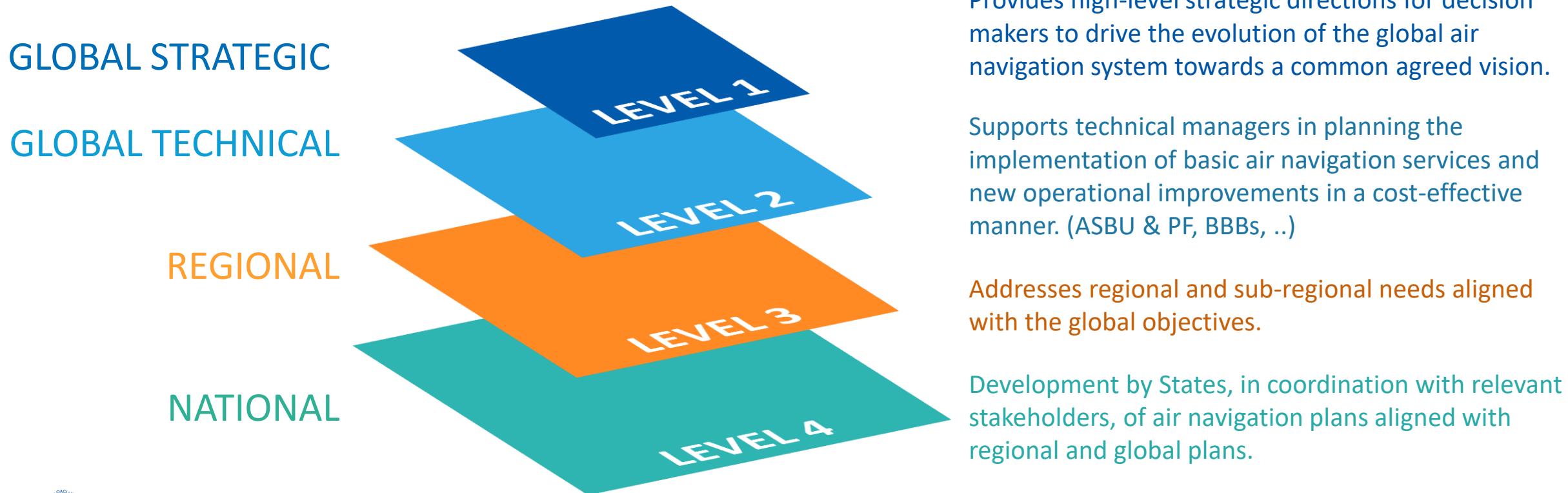
Framework that includes key civil aviation policy principles to assist ICAO Regions, sub-regions and States with the preparation of their Regional and State air navigation plans

1. Background

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1.1 Regional ANP Vs Global ANP

MULTILAYER STRUCTURE OF THE GANP



1.Background

1.1 Regional ANP Vs Global ANP

REGIONAL



The Regional Air Navigation Plans (ANPs) set forth in detail the facilities, services and procedures required for international air navigation within a specified geographical area.



The development of these regional plans is undertaken by ICAO's six planning and implementation regional groups (PIRGs) in coordination with States and supported by ICAO's Regional Offices and the Air Navigation Bureau.

1. Background

1.2 Regional ANPs -Documents

PIRGs	ANP Document
APANPIRG	Asia/Pacific Region (Doc 9673)
APIRG / AASPG	Africa-Indian Ocean Region (Doc 7474)
EANPG	European Region (Doc 7754)
GREPECAS	Caribbean and South American Regions (Doc 8733)
MIDANPIRG	Middle East Region (Doc 9708)
NAT SPG	North Atlantic Region (Doc 9634/9635)

02

Regional ANP

2.1 Paper based ANP

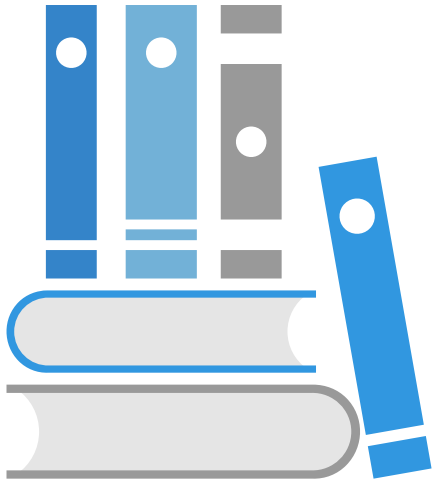
2.2 Electronic ANP – eANP

2.3 Structure



2. Regional ANP

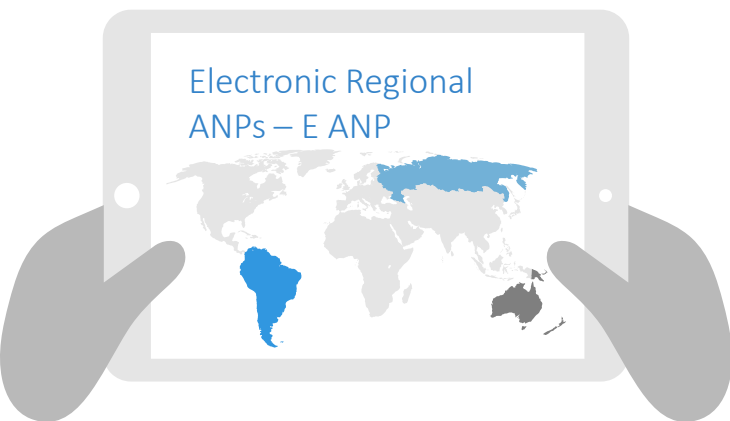
2.1 Regional ANPs - Paper Based



- ✓ In February 1997, the Council decided that the ANPs should be published in two volumes, a basic ANP as volume I and facilities and services implementation document (FASID) as volume II.
- ✓ The intent was to simplify amendment process to ensure currency of information.
- ✓ Amendments to Basic ANP, the stable document, require a time-consuming approval process by the governing bodies whereas the FASID requires frequent updates through coordination within the Secretariat.
- ✓ Effective July 2011, the amendment process was automated to further reduce the time reviewed within ICAO headquarters.
- ✓ But despite all these improvements, the challenge remained to keep the paper-based Regional ANPs updated.

2. Regional ANP

2.2 Electronic Regional ANPs - eANPs



- ✓ To reduce time to process the ANPs, duplication, and rework, it is necessary to transition the paper based ANPs to new online format
- ✓ However, this evolution should allow the air navigation planner to use the data or tools for their daily work.
- ✓ Consequently, ICAO has developed a plan to transition to the eANP by using it as an alternative to the paper- based ANPs
- ✓ All PIRGs upon review of the online system, or components thereof, were encouraged to transition any part of the ANPs that contains the same information to the electronic format.

03

Structure of eANP

Volumes I, II, III



2. Regional ANP

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2.3 Regional ANP Structure

- ANP data related to air navigation facilities and services can be classified as stable, dynamic or flexible. In this regard, it was agreed that the eANP should be composed of three volumes:

Volume I

Require **Council approval** for amendments

Includes

- Responsibilities
- Mandatory regional requirements
- Region-specific provisions not in SARPs

Volume II

Amendments do not require Council approval

Approved by regional agreement via PIRG

Includes:

- Assignment of responsibilities
- Mandatory regional requirements
- Additional region-specific provisions not in SARPs

Volume III

Contains information related to implementation monitoring, planning and/or guidance

2. Regional ANP

2.2 Regional eANPs Structure - Volume I

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Volume I should contain stable plan elements, the amendment of which require approval by the Council, related to:

- a) assignment of responsibilities;
- b) mandatory requirements subject to regional agreement; and/or
- c) additional requirements specific to the region which are not covered in SARPs.

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The following is a non-exhaustive list of such elements:

- *Flight Information Regions (FIR) boundaries (table and charts),*
- *Search and Rescue Regions (SRR) boundaries (table and charts),*
- *Volcanic Ash Advisory Centres (VAAC),*
- *Tropical Cyclone Advisory Centres (TCAC),*
- *Volcano Observatories (VO).*

2. Regional ANP

2.3 Regional eANPs Structure - Volume II

Volume II should contain dynamic plan elements, the amendment of which does not require approval by the Council (approval is by regional agreement involving the relevant PIRG), related to:

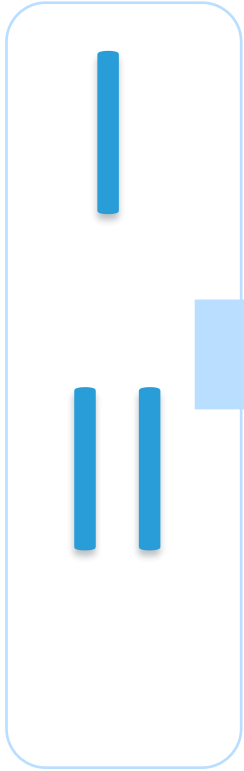
- a) assignment of responsibilities;
- b) mandatory requirements subject to regional agreement; and/or
- c) additional requirements specific to the region which are not covered in SARPs.

The following is a non-exhaustive list of such elements:

- ✓ major traffic flows;
- ✓ ATS route network;
- ✓ meteorological watch offices (MWO);
- ✓ secondary surveillance radar (SSR) codes;
- ✓ five-letter name-codes;
- ✓ VOLMET broadcasts.

2. Regional ANP

Regional eANPs Structure - Volumes I/II



- ❑ The general structure of the technical Parts of Volumes I and II (AOP, CNS, ATM, MET, SAR and AIM) consist of:
 - a) introduction;
 - b) general regional requirements; and
 - c) specific regional requirements.

- ❑ The Section “General Regional Requirements” has been harmonized for all regions.

2. Regional ANP

Regional eANPs Structure - Volumes I/II



Part 0 – Introduction

Part I – General Planning Aspects (GEN)

Part II – Aerodrome Operational Planning (AOP)

Part III – Communications, Navigation and Surveillance (CNS)

Part IV – Air Traffic Management (ATM)

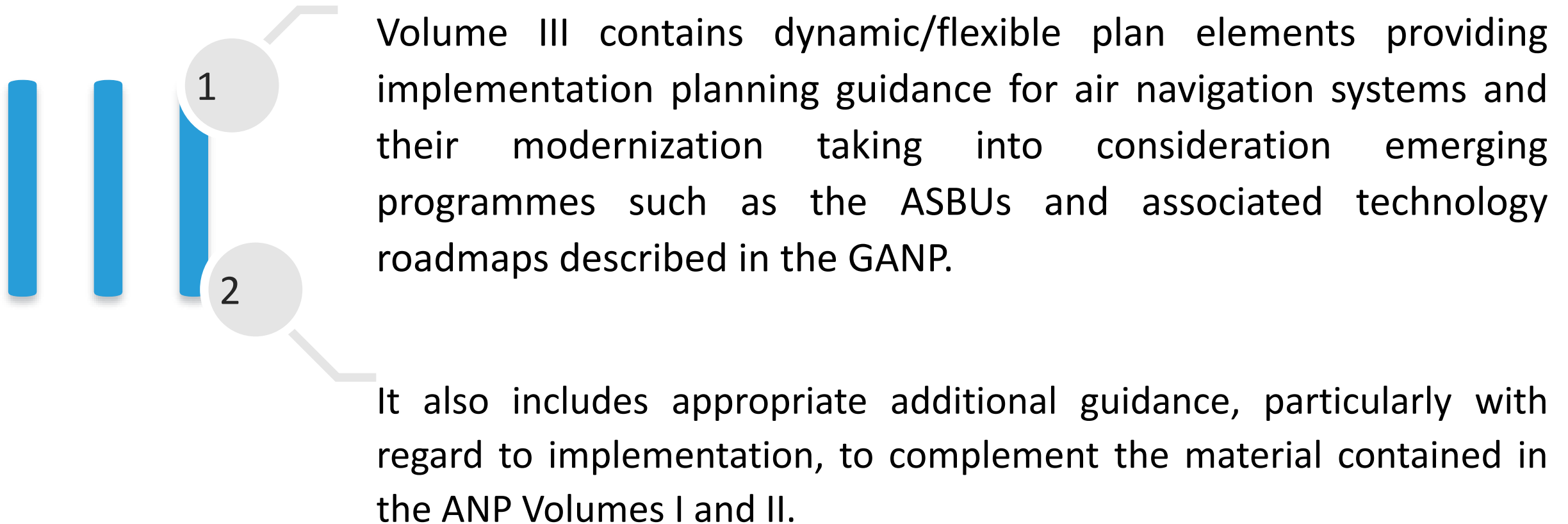
Part V – Meteorology (MET)

Part VI – Search and Rescue Services (SAR)

Part VII – Aeronautical Information Management (AIM)

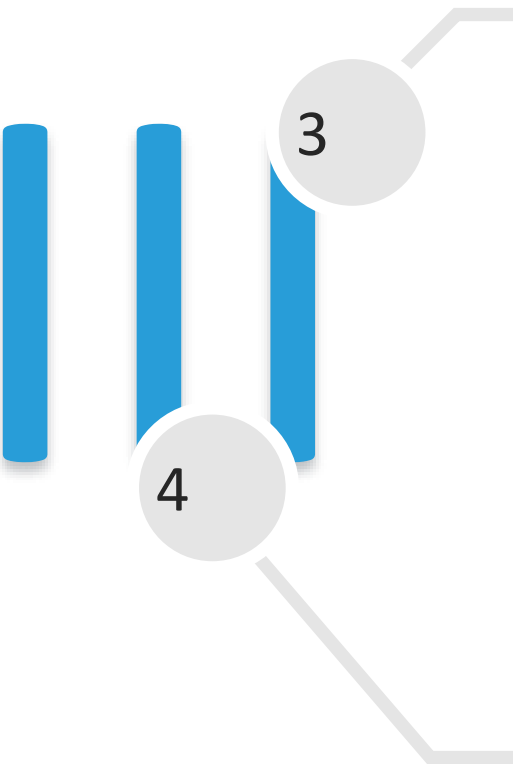
2. Regional ANP

Regional eANPs Structure - Volume III



2. Regional ANP

Regional eANPs Structure - Volume III (cont'd)



The information contained in Volume III is related to implementation monitoring, planning and/or guidance. The structure of Volume III is suggested to be simple, consisting of:

Part 0 – Introduction;

Part I – General Planning Aspects (GEN); and

Part II – Air Navigation System Implementation.

The amendment of Volume III do not require approval by the Council (approval of Part II is under the responsibility of the relevant PIRG).



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Thank You!