



**Fifth GREPECAS–RASG-PA Joint Meeting (GREPECAS-RASG-PA/5) and  
 Twenty-Third Meeting of the CAR/SAM Regional Planning and Implementation Group  
 (GREPECAS/23)**

Virtual Phase (Asynchronous, 19 January to 17 February 2026)

In-Person Phase (Mexico City, Mexico, 4 to 6 March 2026)

**Agenda Item 4: Assembly 42nd results; Global Aviation Safety Plan and Global Air  
 Navigation Plan**

**EIGHTH EDITION OF THE GLOBAL AIR NAVIGATION PLAN (GANP, 8th Ed.)**

(Presented by the Secretariat)

<b>EXECUTIVE SUMMARY</b>	
<p>This working paper analyses the commitments resulting from the 8th Edition of the GANP approved by the 42nd ICAO Assembly. GREPECAS should promote the CAR/SAM RANP, particularly Volume III, ensuring interoperability. In addition, capacities should be strengthened so that States can develop and manage their National Air Navigation Plans aligned with the RANP.</p>	
<b>Action:</b>	Suggested actions are included in Section 4.
<i>Strategic Goals:</i>	<ul style="list-style-type: none"> <li>• Every flight is safe and secure</li> <li>• Aviation is environmentally sustainable</li> <li>• Aviation delivers seamless, accessible, and reliable mobility for all</li> <li>• No country left behind</li> <li>• The International Civil Aviation Convention and Other Treaties, Laws and Regulations Address All Challenges</li> <li>• The Economic Development of Air Transport Assures the Delivery of Economic Prosperity and Societal Well-Being for All</li> </ul>
<i>References:</i>	<ul style="list-style-type: none"> <li>• Report of the Forty-Second Session of the ICAO Assembly</li> <li>• ICAO Strategic Plan 2026–2050</li> <li>• ICAO Assembly 42 Working Papers 31 and 655</li> <li>• GANP website: <a href="http://www4.icao.int/ganpportal">www4.icao.int/ganpportal</a></li> </ul>

**1. Introduction**

1.1 The ICAO Global Air Navigation Plan (GANP), ICAO Doc 9750, is a strategic document that establishes the global roadmap for the evolution of the air navigation system.

1.2 ICAO, in coordination with industry and international organizations, works through expert panels on the review and updating of air navigation objectives, the global vision, and performance frameworks for air navigation.

1.3 The Eighth Edition of the GANP was approved on 2 July 2025 by the ICAO Council (235/14). This edition reflects global priorities established by the ICAO Assembly and the ICAO Strategic Plan 2026–2050, and introduces significant changes related to artificial intelligence, environmental sustainability and system resilience.

1.4 The Eighth Edition of the GANP was subsequently endorsed by the 42nd ICAO Assembly held between September and October 2025.

## 2 Analysis

2.1 The GANP is the global strategic framework for the evolution of the air navigation system. Its lifecycle includes “minor updates” every three years and “major updates” every six years. The GANP is available at the following website: [www4.icao.int/ganpportal](http://www4.icao.int/ganpportal)

2.2 The main changes introduced in the Eighth Edition of the GANP are:

### a) Global strategic focus

- Priorities: safety, environmental sustainability, resilience, and seamless mobility.
- Inclusion of climate objectives (net-zero carbon emissions by 2050) and resilience to disruptive events.
- Integration of new airspace users (drones, electric aircraft, AAM) and ethical principles for artificial intelligence (AI<sup>1</sup>).

### b) Global technical level

- Guidance for the application of a performance-based approach.
- Update of the performance framework (environment and resilience).
- Review of the ASBU framework and correlation with the conceptual roadmap to link the strategic and technical levels.

### c) Regional and national levels

- Strengthening of regional and national plans (NANPs) to ensure harmonization.
- Development of online tools and templates for NANPs through the GANP Portal.

2.3 The Eighth Edition of the GANP also includes a forward-looking perspective for the upcoming Ninth Edition of the GANP, which aims to address current challenges arising from system complexity, the lack of clear guidance, and the misalignment between global updates and regional and national plans. The main objective of the proposed approach **is to provide greater stability to the GANP**, present clear guidance, and increase regional integration.

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<sup>1</sup> [CEB\\_2022\\_2\\_Add.1 \(AI ethics principles\).pdf](#)

2.4 The 42nd Assembly endorsed the Eighth Edition of the GANP. In addition, the Technical Commission responsible for reviewing GANP-related documents analysed the aforementioned challenges and recommended extending the update cycle to six years, in order to allow States sufficient time to define a “*Minimum Implementation Path*” with clear milestones, facilitate the full translation of the GANP into the six official languages, and promote interregional integration through technical assistance to achieve global interoperability.

2.5 Assembly Resolution A42<sup>2</sup> expresses support for the Eighth Edition of the GANP. The meeting should note that, in Appendix B of this Resolution, the ICAO Council was tasked with publishing GANP implementation analyses, continuing the development of the GANP with a roadmap of the minimum capabilities required for the evolution of the air navigation system and associated global implementation timelines, keeping it updated with emerging technologies and operational requirements, and providing guidance for National Air Navigation Plans (NANPs).

2.6 In the aforementioned Appendix B, paragraph 7 urges States that are developing new air navigation plans for their own air navigation modernization to coordinate with ICAO and align their plans within the framework of their respective PIRGs, in order to ensure regional harmonization and global compatibility and interoperability.

### 3 Conclusions

3.1 The GANP promotes an agile, safe, sustainable and interoperable air navigation system, supporting ICAO’s vision of ensuring that no country is left behind.

3.2 The 42nd Assembly endorsed the Eighth Edition of the GANP and urged States and PIRGs to:

- a) Use the GANP as the basis for planning and implementation.
- b) Reduce the environmental impact of aviation through operational improvements.
- c) Report progress and share best practices.

3.3 GREPECAS should analyse the implementation of the GANP in the CAR/SAM Regions and, with the assistance of the Secretariat, adopt work plans to:

- a) Further advance the Regional Air Navigation Plan (CAR/SAM RANP), with emphasis on Volume III aligned with the GANP, strengthening interaction with adjacent Regions to ensure interoperability.
- b) Build State capacity for the development and management of National Air Navigation Plans, based on a minimum NANP content adapted to each State and agile procedures for Plan approval and subsequent management, while ensuring alignment with the RANP.

**The Appendix** to this working paper presents an analysis and recommendations to achieve the above.

3.4 Under Agenda Item 7, Project A2 “National Air Navigation Plans” addresses the implementation of the provisions of Assembly Resolution A42-6 on this matter.

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<sup>2</sup> The provisional edition of resolutions are available in: <https://www.icao.int/events/assembly-42nd-session/Resolutions>

3.5 In view of the above, the following proposed Conclusion is presented:

<b>Conclusion GREPECAS/23/XX</b>	<b>Dissemination Programme and recommended actions related to the Eighth Edition of the Global Air Navigation Plan (GANP)</b>	
<p><b>What:</b></p> <p>1) States, with the assistance of the Secretariat, and in consultation with organizations and industry:</p> <ul style="list-style-type: none"> <li>a) Join forces in the preparation and approval of the NANP in all CAR/SAM States, aligned with the GANP and the RANP CAR/SAM;</li> <li>b) incorporate sustainability and resilience objectives into regional and national plans, in line with LTAG 2050 and protocols for disruptive events;</li> <li>c) strengthen regional and interregional integration, avoiding technological fragmentation and ensuring operational continuity; and</li> <li>d) Promote technical training and cooperation through national workshops and/or seminars, for the dissemination and understanding of the Eighth Edition of the GANP and on the elaboration of the NANPs;</li> </ul> <p>2) The Secretariat manages mechanisms to guide and assist States in the development of NANPs, in line with the strategic objective of "No country left behind".</p>	<p><b>Expected impact:</b></p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Political / Global</li> <li><input checked="" type="checkbox"/> Inter-regional</li> <li><input type="checkbox"/> Economic</li> <li><input type="checkbox"/> Environmental</li> <li><input checked="" type="checkbox"/> Technical/Operational</li> </ul>	
<p><b>Why:</b> In line with Resolution A42.6, GREPECAS must promote the preparation of the CAR/SAM RANP and NANPs to ensure harmonization and interoperability.</p>		
<p><b>When:</b> Report progress in GREPECAS/24</p>	<p><b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Invalid / <input type="checkbox"/> Concluded</p>	
<p><b>Who:</b> <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Others: Industry and air navigation service providers</p>		

#### 4 Recommended Action

4.1 The GREPECAS meeting is invited to:

- a) Take note of the contents of this document;
- b) Consider the actions recommended in the Appendix to this working paper;
- c) Adopt, by consensus, the draft Conclusion presented; and
- d) Identify other actions that are considered relevant.

## APPENDIX

### Analysis for the Adoption of the Eighth Edition of the GANP in the CAR/SAM Regions

#### I. Air Navigation Planning Situation

The Eighth Edition of the GANP introduces global priorities (safety, sustainability, resilience and mobility) and reinforces the need for aligned national and regional plans. However, in the CAR/SAM Regions several challenges persist, including the following:

- a) Misalignment between global and regional updates: GANP updates are not promptly adopted within the CAR/SAM Regional Air Navigation Plan (RANP).
- b) Resource limitations: Lack of funding and technical capacity to implement the ASBU framework and emerging technologies, as well as to adopt the GANP performance framework and the corresponding KPIs in Volume III of the CAR/SAM RANP.
- c) Insufficient regional integration: There is a need to strengthen the implementation of aligned initiatives in both regions in order to ensure interoperability.
- d) Environmental impact and resilience: Need to incorporate climate objectives and contingency plans to address disruptive events.
- e) Low adoption of National Air Navigation Plans (NANPs): A significant number of States have not yet developed NANPs. States show a lack of resources and/or limited capacity for the formulation and subsequent management of their national air navigation plans.

#### II. Considerations for CAR/SAM States

##### 1. Strengthening national planning

- a) Action: Establish a regional technical assistance programme to support the development of NANPs aligned with the GANP and the RANP.
- b) Tools: Use of the GANP Portal, appropriate management of KPIs, and development of GREPECAS Project A2 “National Air Navigation Plans”.
- c) Target: 100% of CAR/SAM States to have an approved NANP prior to the Ninth Edition of the GANP.

##### 2. Gradual and prioritized implementation

- a) Action: Define a “Minimum Implementation Path” for ASBU elements and non-ASBU initiatives in CAR/SAM, including reinforcement of operational safety, prioritizing:
  - Improvement of airspace efficiency and capacity to reduce fuel consumption and emissions;
  - Digitization of aeronautical information (e-AIP);
  - Enhancement of meteorological information exchange (implementation of the IWXXM format);
  - Initial implementation of SWIM with a view towards FF-ICE.

- b) Target: Ensure basic improvements and interoperability before incorporating advanced technologies (AAM, AI).

### **3. Regional and interregional integration**

- a) Action: Establish CAR/SAM technical coordination groups to harmonize initiatives and coordinate with neighbouring regions (EUR/NAT, WACAF, APAC).
- b) Objective: Ensure operational continuity and avoid the creation of “technological islands”.

### **4. Sustainability and resilience**

- a) Action: Incorporate into regional and national plans:
- Emission reduction indicators (aligned with LTAG 2050);
  - Protocols to maintain services during disruptive events (pandemics, cyber-attacks, climate-related phenomena).
- b) Support: Request assistance from ICAO and financial institutions for green and resilient projects.

### **5. Training and cooperation**

- a) Action: Strengthen technical training in ASBU implementation, performance-based management and resilience.
- b) Mechanisms:
- Use of States’ CIACs to build technical capacity for ASBU implementation and dissemination of the Eighth Edition of the GANP;
  - Regional Projects and SIPs to strengthen States’ technical capacities related to ASBUs (seminars, workshops, etc.);
  - Establish linkage with the Human Resources pillar of the SAM Plan (RAAC/17).

### **6. Suggested next steps**

- a) Present these recommendations to the GREPECAS Meeting and to the Regional Aviation Safety Group – Pan America (RASG-PA).
- b) Request specific ICAO guidance for NANPs and financial support for priority projects.
- c) Initiate a regional assessment of GANP implementation status and ASBU gaps.