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UNITING AVIATION

ATM Economic Actions - COVID 19: NANPs

Len Wicks

*Regional Officer, Air Traffic Management/Search and Rescue,
International Civil Aviation Organization (ICAO)*

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Need for NANPs

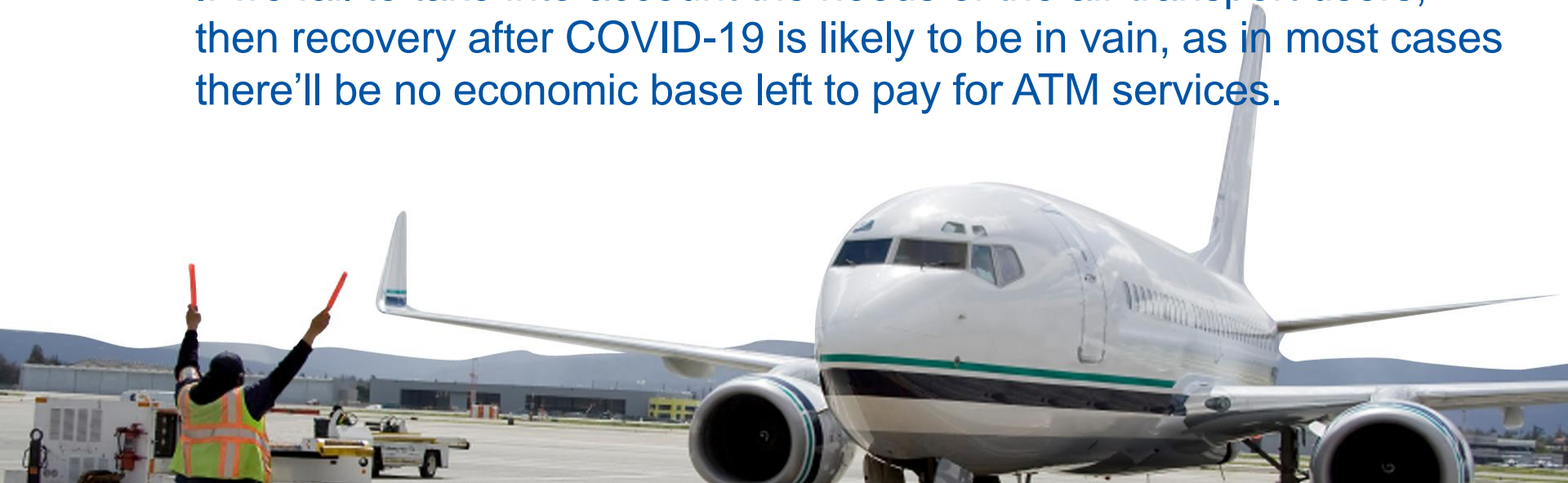
The pandemic has taught us that we need to work together across traditional lines for a cohesive national response – bringing together different government agencies, civil and military entities; and understanding the public need, as this is the national interest.





Need for NANPs

If we fail to take into account the needs of the air transport users, then recovery after COVID-19 is likely to be in vain, as in most cases there'll be no economic base left to pay for ATM services.





Need for NANPs

The Council Aviation Recovery Task Force (CART) Report's 11 Recommendations don't relate directly to ATM or ANS.

However, Recommendation 10 is relevant in the context of the economic measures needed to support a post-pandemic recovery.

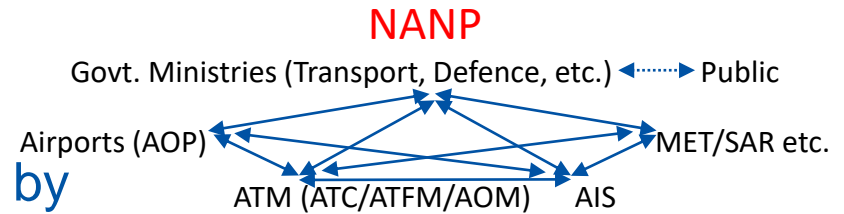
Recommendation 10

Member States should consider appropriate extraordinary emergency measures to support financial viability and to maintain an adequate level of safe, secure and efficient operations, which should be inclusive, targeted, proportionate, transparent, temporary and consistent with ICAO's policies, while striking an appropriate balance among the respective interests without prejudice to fair competition and compromising safety, security and environmental performance.

Need for NANPs

Global and regional strategy to support a harmonised and interoperable ANS system is led by the Global Air Navigation Plan (GANP) and the *Asia/ Pacific Seamless ANS Plan*, which refer to NANPs as a key enabler:

<http://www.icao.int/APAC/Pages/edocs.aspx>



Regional Implementation Strategy

- [Asia/Pacific Seamless ANS Plan](#)
- [Asia/Pacific A-CDM Implementation Plan](#)
- [Asia/Pacific Regional ATFM Framework](#)
- [Asia/Pacific Plan for Collaborative AIM](#)
- [Regional ATM Contingency Plan](#)
- [Asia/Pacific SAR Plan](#)
- [AMS, COM, NAV and SUR Strategies](#)
- [Datalink, SID/STAR and PBCS Strategies](#)



Relevant NANP Elements

Of the ten Basic Plan Elements (BPEs) of an NANP, the following are relevant to high level ATM-related economic planning:

1. Background (BPE 2);
2. Stakeholder consultation (BPE 4 and 5);
3. Analysis;
4. Planning; and
5. Progress.





Relevant NANP Elements

- 1) A brief introduction aimed at high level decision-makers that describes the need for the plan with benefits and costs, including:
 - b) a general description of the costs (BPE 2); and

This is a matter for the State to determine, and could be in terms of quantitative, qualitative, cost of implementation or cost of not implementing (note: ICAO does not require specific details of costs from States, as this is for the State's benefit, but if States wish to share such information, this can be very helpful for other States).





Relevant NANP Elements

2) High level descriptions and statements:

a) of the process used to consult with stakeholders, including the military; and (BPE 4)

The consultation process should describe how affected user's interests are taken into account, not just by releasing information or even just the conduct of meetings, as an inclusive process of all affected stakeholders, including the public where there is an interest (examples – operation of small drones and the construction of obstacles).





Relevant NANP Elements

2) High level descriptions and statements:

b) from key stakeholders (such as Heads of CAAs, ANSPs, military organisations, etc.) endorsing the State Plan (BPE 5).

Of critical importance is the written 'buy-in' from key stakeholders. This means a whole-of-government perspective, so that airspace users and public's interest is represented by a Ministerial or higher endorsement (meaning the CAA/DGCA should not write the NANP in isolation). Defence interests should also be represented; thus the NANP is an important civil-military cooperation mechanism.





Conclusions

There are many actions States need to be undertaking at the moment within the context of their NANP development:

1. review and amend plans (especially those imposing cost with no or little benefit to airspace users) in the changed economic environment;
2. ensure that airspace users, including the public, have appropriate mechanisms to be consulted about the NANP's policies.





Conclusions

There are many actions States need to be undertaking at the moment within the context of their NANP development:

3. implementation of the most efficient and supportive mechanisms by ANSP's, including ATC separations, procedures, CAPEX review, and appropriate ANS charges; and
4. keep ICAO informed, so we can assist, or use the lessons for others.





Conclusions

Most ANSPs have been experiencing some level of financial stress, so many will seek government financial support and policies to recover from the pandemic; but if the focus is entirely on the ANSP and not the air transport operators, then the ANSP will fail anyway!





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THANK YOU