



ICAO BANGKOK

UNITING AVIATION

Global and Regional NANP Policies

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International Civil Aviation Organization (ICAO)*

Video Teleconference, 31 July 2020





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- Basic Plan Elements
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Global & Regional ANS Planning

In accordance with the Beijing Ministerial Declaration paragraph 2.1 g), which committed to national planning frameworks supported by NANPs, a regional **requirement** was agreed within Vol. II of the Regional Air Navigation Plan (RANP) for States to establish a NANP.



Global & Regional ANS Planning

Vol. I (ICAO Council approved) and Vol. II (approved regional air navigation agreement by State Letter, not APANPIRG) are binding, and can result in APANPIRG deficiencies...



3. SPECIFIC REGIONAL REQUIREMENTS

3.1. States shall establish and maintain a National Air Navigation Plan (NANP) that supports implementation of the Global Air Navigation Plan and regional air navigation planning. The NANP shall be accessible to key stakeholders, including ICAO; however, specific details related to national security may be withheld from public release.

The NANP should detail the State's assessment of its requirements and the implementation process for applicable global and regional air navigation planning elements.

States shall report their implementation progress and status of the applicable global and regional air navigation planning elements at least once each year (preferably prior to 01 April) to support:

- global and regional plans (including the Seamless Air Traffic Management Plan and the Regional Air Navigation Plan Volume III); and
- specific plans for aerodromes, Aeronautical Information Management (AIM), Air Traffic Flow Management (ATFM), Air Traffic Management (ATM) contingency and Search and Rescue (SAR).

→ *Note: a 'robust' status plan that is not subject to consideration as an APANPIRG Deficiency is one that is evaluated as achieving 90% or more implementation of the planning elements.*

The NANP should include the following Basic Planning Elements:

Background – a brief introduction aimed at high level decision-makers that describes the need for the plan with benefits and costs, including the necessity for global and regional harmonization and interoperability:



Global & Regional ANS Planning

Support is provided at the global level for States to understand the GANP's ASBUs and Basic Building Blocks (BBBs) at:

<https://www4.icao.int/ganpportal/>

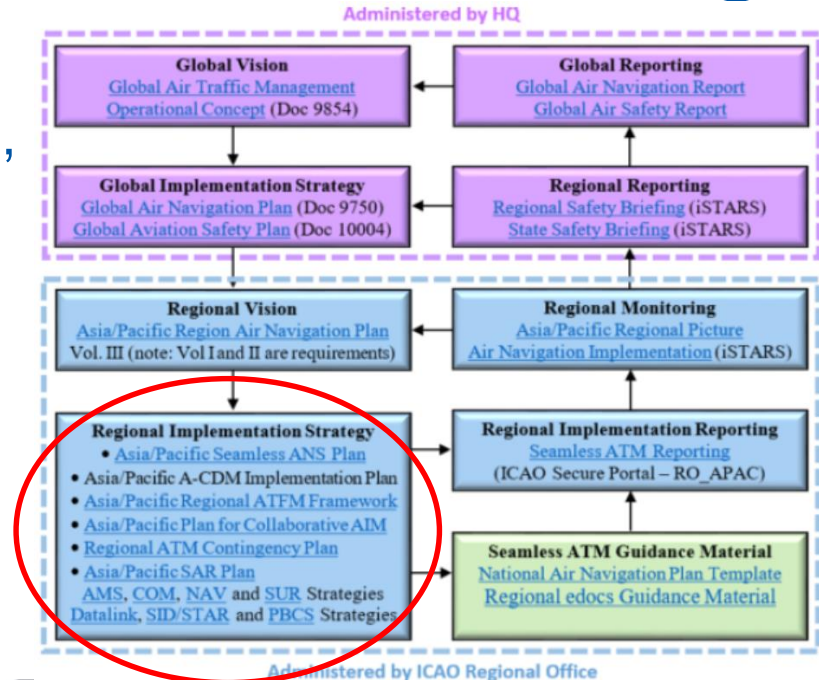
However, the ASBUs are complex and numerous, and as yet there is no NANP Template provided; thus APAC regional planning provides important further guidance for development of NANPs.



Global & Regional ANS Planning

To promote a harmonised and interoperable ANS system, the regional implementation strategy is led by the Asia/Pacific Seamless ANS) Plan:

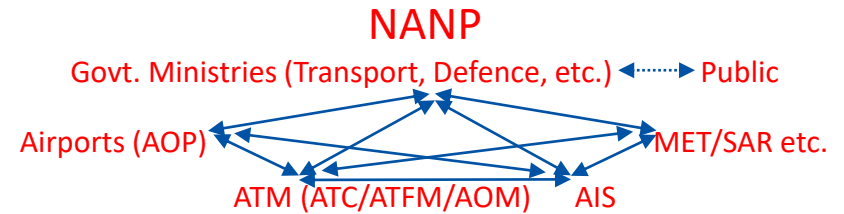
<http://www.icao.int/APAC/Pages/edocs.aspx>



Global & Regional ANS Planning

To promote a harmonised and interoperable ANS system, the regional implementation strategy is led by the Asia/Pacific Seamless ANS) Plan:

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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](#)



Basic Plan Elements

According to the Asia/Pacific Regional Air Navigation Plan, Basic Plan Elements (BPEs) of a NANP should include:

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





Basic Plan Elements

NANP BPEs should include:

1 Background – a brief introduction aimed at high level decision-makers that describes the need for the plan with benefits and costs, including the necessity for global and regional harmonization and interoperability.





Basic Plan Elements

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

This is mainly for top decision-makers as an Executive Summary, and should be very clear as to the State's air navigation ambitions, the general positive outcomes expected of such planning, including the necessity for global and regional harmonization and interoperability.





Basic Plan 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).





Basic Plan Elements

- 1) A brief introduction aimed at high level decision-makers that describes the need for the plan with benefits and costs, including:
 - c) details of how the State Plan connects to the global and regional planning hierarchy (BPE 3).

This is an opportunity to describe the State's hierarchy of structures and documents, and how the NANP connects to the Asia/Pacific Seamless ANS Plan (and thus the GANP).





Basic Plan Elements

NANP BPEs should include :

2) Stakeholder Consultation – high level descriptions of the consultation process that ensures the NANP is balanced and takes into account user users, and statements by key stakeholders of their commitment to implement and abide by the NANP.





Basic Plan 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).





Basic Plan 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.





Basic Plan Elements

NANP BPEs should include :

3) Analysis – information on the State’s analysis of each element’s applicability and priority, with justification for any non-applicable elements and a comparison to the regional priority assigned by APANPIRG.





Basic Plan Elements

3) Information on the State's analysis of:

a) all applicable ASBU and regional elements deemed to be applicable, including a statement of the State's priorities for implementation; and (BPE 6).

The full assessments of applicability, non-applicability and priority may be provided in appendixes or if an electronic NANP is used, by links that allow readers to drill down like a wiki. This information is ideally provided in comparative tables showing the State's assessment of priority and how that assessment decision was made, with a comparison to the regional and/or global priority.



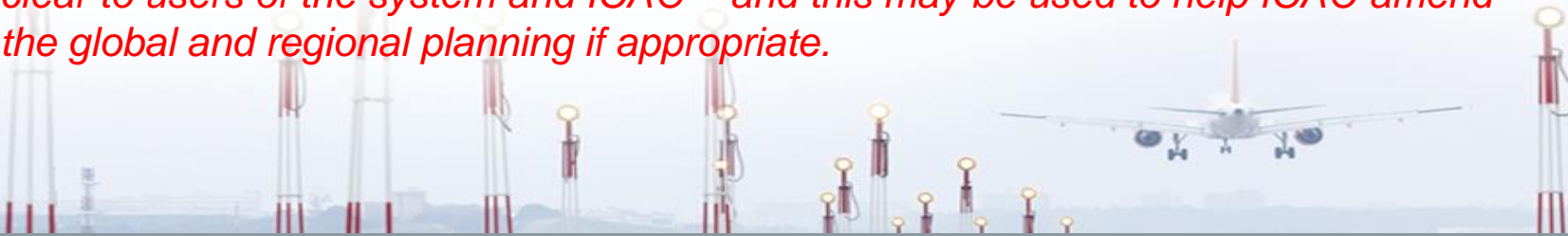


Basic Plan Elements

3) Information on the State's analysis of:

b) elements that are deemed to be not applicable, and how these were determined (BPE 7).

While ASBU and regional elements are not binding (as opposed to Basic Building Blocks), the reasons for the decision to not implement an element deemed to be important for global and regional harmonization and interoperability should be made clear to users of the system and ICAO – and this may be used to help ICAO amend the global and regional planning if appropriate.





Basic Plan Elements

NANP BPEs should include :

4) Planning – information on the State’s analysis of each element’s applicability and priority, with justification for any non-applicable elements and a comparison to the regional priority assigned by APANPIRG.





Basic Plan Elements

4) Planning descriptions of:

a) the implementation process, such as how the different stakeholders will work together, design systems and provide feedback on implementation; and (BPE 8)

This is an opportunity for the State to describe how the stakeholders resource, design and interact to enable implementation, so the NANP is a means of authorizing different entities from the highest level to work collectively in the State's interest.





Basic Plan Elements

4) Planning descriptions of:

b) each applicable global and regional element's implementation managers (those responsible for implementation execution) and timelines (BPE 9).

For an effective plan, an implementation manager/position should be assigned to monitor progress against milestones and provide feedback to stakeholders and the State. The two NANP planning parts may be combined to describe the WHO, WHAT, WHEN, WHERE, HOW and WITH WHOM components in one place for each element.





Basic Plan Elements

NANP BPEs should include :

5) Progress – details in the State Plan as to the progress of implementation against the planning timelines.





Basic Plan Elements

5) Details in the State Plan as to the –

...progress of implementation against the planning timelines (BPE 10).

Information on progress should allow a reader of the NANP to understand the progress against the milestones and element implementation, and ideally, an overall implementation estimate of the State's applicable elements (note: part of this BPE may be satisfied by a global or regional electronic status reporting portal).





Implementation Progress

Five months after the issuance of a State Letter requesting the submission of NANPs, the Regional Office has only received initial NANPs from Pakistan and Singapore, or less than **5%** of APAC States.

Ref: T 3/9.12 – AP039/20 (ATM)

26 February 2020

Subject: National Air Navigation Plan (NANP)
Seminar/Workshop (Bangkok, Thailand, 09 – 11 June 2020)

Action Required: Reply not later than 22 May 2020

Sir/Madam,

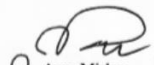
I wish to invite your Administration to participate in the National Air Navigation Plan (NANP) Seminar/Workshop, which will be held at the ICAO Asia and Pacific Regional Office, Bangkok, Thailand from 09 – 11 June 2020.

Noting the establishment of the requirement for NANPs within the Asia/Pacific Regional Air Navigation Plan in 2019, the workshop will provide an opportunity to discuss and develop NANPs, focusing on the Basic Planning Elements (BPEs). In order to prepare for the workshop your States and Administrations are requested to provide a copy of their NANP in electronic form (or the hyperlink to the NANP) to the ICAO Asia and Pacific Regional Office, **no later than 22 May 2020**.

It is recommended that participants are drawn from personnel having appropriate policy and administrative roles in the management of State aviation infrastructure (e.g.: transport ministries, supported by senior personnel from service provision, such as Air Navigation Services (ANS), airlines and airports, with responsibilities for infrastructure planning.

Enclosed herewith are the Provisional Agenda (**Attachment A**), Registration Form (**Attachment B**) and Meeting Bulletin (**Attachment C**). I request that you kindly provide registration details of two delegates as soon as possible, and in any event by not later than **Friday 22 May 2020** using the Registration Form, by return email to the ICAO Asia and Pacific Regional Office (apac@icao.int, with a copy to pchalayonnawin@icao.int).

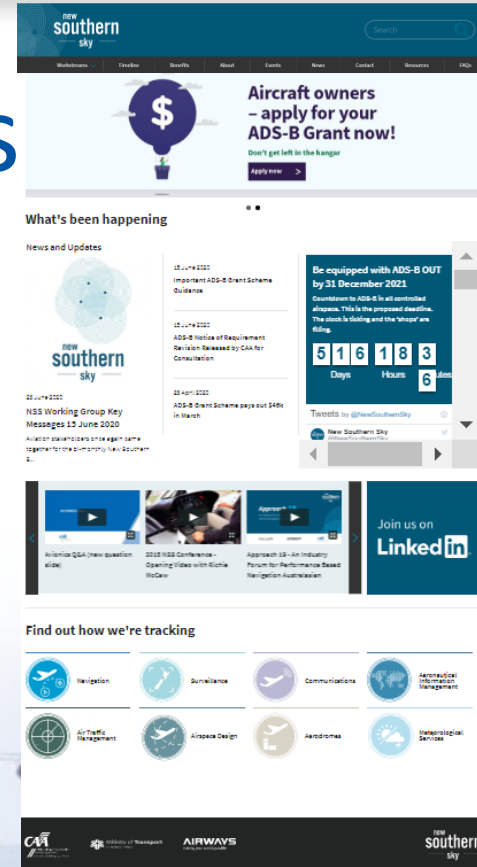
Accept, Sir/Madam, the assurances of my highest consideration.


Arun Mishra
Regional Director

Implementation Progress

However, ICAO is aware that India, Indonesia and Thailand's NANPs are in final development before submission to their Ministries for endorsement, and New Zealand's New Southern Skies is an example of an e-NANPs approved at Cabinet level, which is already on line at

<https://www.nss.govt.nz/>.



The screenshot shows the homepage of the New Southern Skies website. At the top, there is a navigation bar with the logo and menu items like Home, Details, About, Events, News, Contact, Resources, and Help. A search bar is also present. Below the navigation, a prominent banner features a lightbulb with a dollar sign inside, with the text "Aircraft owners - apply for your ADS-B Grant now!" and a sub-headline "Don't get left in the hangar". A button labeled "Apply now" is visible. Underneath, a section titled "What's been happening" includes a "News and Updates" area with a circular graphic and several news items with dates and titles. A social media widget for Twitter is also present. Below the news, there are video thumbnails for "Aviation Q&A: New questions asked", "2018 NSS Conference - Opening Video with Richie McCree", and "Approach 20 - An Industry Forum for Performance Based Navigation Australia". A "Join us on LinkedIn" button is on the right. At the bottom, a "Find out how we're tracking" section displays icons for Navigation, Surveillance, Communications, Approval/Information Management, Air Traffic Management, Airspace Design, Aerodromes, and Meteorological Services. The footer contains logos for CAI, Ministry of Transport, AIRWAYS, and the New Southern Skies logo.



Implementation Progress

For those States which don't have a NANP document already, or who need to align with the Seamless ANS Plan/GANP, a template approved by APANPIRG/30 is available at:

<https://www.icao.int/APAC/Documents/edocs/National%20Air%20Navigation%20Template%20V6.0.docx>

Note: the template is not mandatory! Whichever NANP format is used, the most important aspect to address is the BPEs (when submitting a NANP to ICAO, please provide a guide as to where each BPE is addressed within the NANP).

[State] National Air Navigation Plan

Template version 6.0

Note to States (delete this note) - The NANP doesn't need to be called a "NANP". It can be titled whatever the State wants, and could be several different documents depending on how the State does planning. It could even be in html form using an Internet-based portal instead of a traditional document, as long as it sets out key steps in the planning process.





Implementation Progress

To further assist States, work has begun to complement Circular 358, *Regional and National Aviation Safety Plan Checklists* with equivalent global guidance for the development of a NANP.

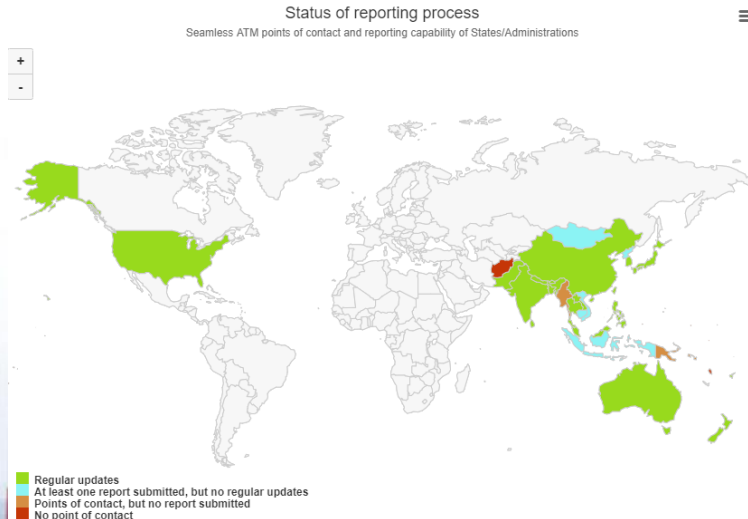
The outcomes of this video teleconference will assist this work, which will emphasise the need for NANPs to be written in conjunction with NASPs.



Implementation Progress

Seamless Reporting and Monitoring System...

<https://portal.icao.int/space/Pages/ANPage.aspx>



The old reporting system was only used by APAC States, plus France and the USA for the services provided within APAC airspace, and is now out-of-date as it is not aligned with the 6th Edition of the GANP and the Seamless ANS Plan V3.0.



Implementation Progress

Seamless Reporting and Monitoring System...



Regional Seamless ATM Reporting Form

State/Administration:	<input type="text" value="Bangladesh"/>	Number of FIR:	1	General Comment (Optional): The progress for few Items are not significant according to the target date/time! Although Bangladesh has no high density aerodrome as per the definition Seam
		Number of high density FIR:	0	
Date of Report:	<input type="text" value="2019-07-31"/>	WARNING: You will overwrite and lose an existing form for that quarter		

Priority	Seamless Plan Item/ASBU Reference	Applicable or not	Seamless ATM plan phase I (Nov. 15)		Seamless ATM plan phase II (Nov. 18)		Remarks (e.g. project scope, FIRs or routes concerned by implementation, etc.)	Issues Encountered/ Expected
			Date of Complete Implementation (Planned or Actual)	Progress	Date of Complete Implementation (Planned or Actual)	Progress		
3	Apron Management	Applicable	<input type="text" value="2015-11-01"/>	<input type="text" value="50%"/>			Bangladesh has no high	

A new reporting system based on the old reporting system has been proposed to allow greater flexibility for the Regional Office to add/amend elements and their priorities,





Implementation Progress

Seamless Reporting and Monitoring System...



Regional Seamless ATM Reporting Form

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A new reporting system based on the old reporting system has been proposed to allow greater flexibility for the Regional Office to add/amend elements and their priorities, which should also allow States to enter implementation progress as a part of their NANP.





Conclusions

If a State wishes to develop a comprehensive and effective NANP, there are two recommended key steps:

1. create a cross-government coordinating body to establish strategic national policy and to write the NANP; and
2. ensure that airspace users, including the public, have appropriate mechanisms to be consulted about the NANP's policies.





Conclusions

A NANP can be in any format, including electronic...

...but must address the Basic Plan Elements required in the RANP.

A NANP template is available on the ICAO APAC website...

...however, hardly any State has utilised this.





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THANK YOU