

## EXCERPT FROM APAC ANP VOL II

### 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:

- a) general (not necessarily quantitative) description of the Plan's benefits;
- b) general description of the costs\*; and
- c) details of how the State Plan connects to the global and regional planning hierarchy.

*\*Note 1: 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 2: ICAO do not require details of costs from States, as this is for the State's benefit.*

Stakeholder Consultation – high level descriptions and statements:

- a) of the process used to consult with stakeholders, including the military; and
- b) from key stakeholders (such as Heads of CAAs, ANSPs, military organisations, etc.) endorsing the State Plan.

Analysis – 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
- b) elements that are deemed to be not applicable, and how these were determined.

*\*Note: this assessment should be guided by the priorities determined by APANPIRG*

Planning – descriptions of:

- a) the implementation process, such as how the different stakeholders will work together, design systems and provide feedback on implementation; and
- b) each applicable global and regional element’s implementation managers (those responsible for execution of the implementation) and timelines.

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

*Note 1: this also provides an indication that the Plan is a ‘living document’ subject to periodic review and update.*

*Note 2: ICAO would not normally be interested in the details of the Plan (except where specific need is identified at APANPIRG Contributory bodies). The NANP will need to address the BPEs at a high level and States should send detailed information only when requested by ICAO.*