



ICAO BANGKOK

UNITING AVIATION

APAC RANP Volume III

Global Air Navigation Plan Workshop
March 2026





Agenda

- Background
- RANP Vol I
- RANP Vol II
- RANP Vol III
- Relationship with GANP
- Relationship with APSAP
- Update of RANP Vol III (2026)



RANP Creation

Prior to 2012 (Two Volumes)

- Basic ANP
- Facilities and Services Implementation Document (FASID)

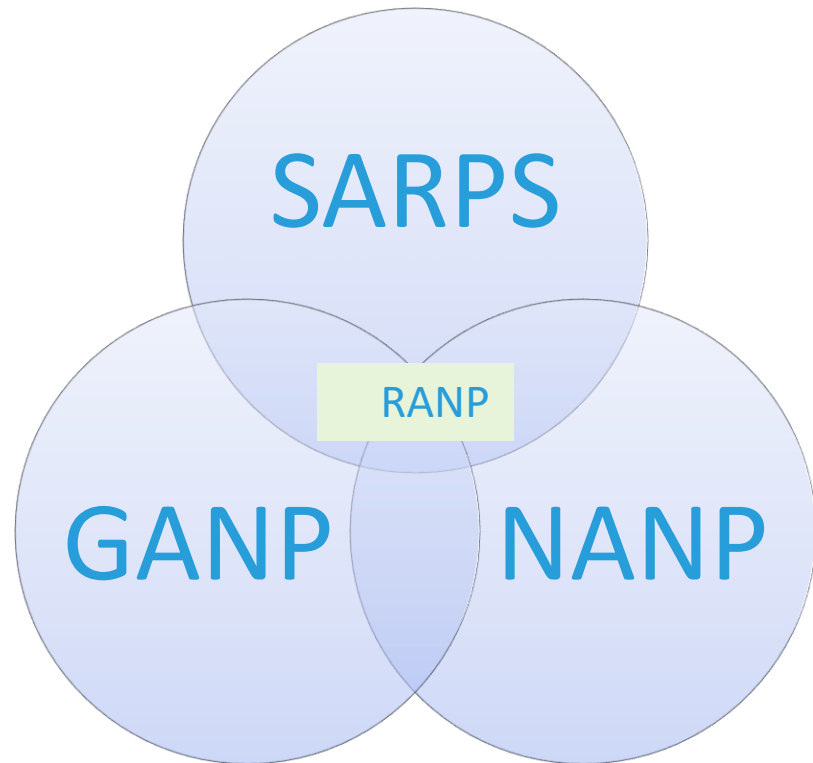


ANC 12 (2012) Recommendation 6/1

Recommendation 6/1 –

- *Regional Performance Framework – Planning Methodologies and Tools* regarding the alignment of regional ANPs with the fourth edition of the *Global Air Navigation Plan (GANP)* (Doc 9750).

Why RANP ?



The regional ANPs represent the bridge between, the global provisions in the ICAO *Standards and Recommended Practices* (SARPs) and the GANP, and the States' national plans and implementation.



Objectives of RANP

- Regional ANPs provide for the planning and implementation of air navigation systems within a specified region(s), in accordance with the agreed global and regional planning framework.
- They are developed to meet those needs of specific areas not covered in the worldwide provisions.
- The development and maintenance of the ANPs is undertaken by ICAO PIRGs with the assistance of the ICAO Secretariat;



Objective of RANP -2

- The ANPs contain provisions that States can follow in planning the provision of their air navigation facilities and services, with the assurance that facilities and services furnished in accordance with the plan will harmonize with those of other States for an integrated system adequate for the foreseeable future;
- The ANPs support the performance-based approach to planning adopted by ICAO to measure the efforts made by States in implementing the agreed requirements.



Format and Content of eANP – Vol I

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

1. assignment of responsibilities;
2. mandatory requirements subject to regional agreement; and/or
3. additional requirements specific to the region which are not covered in SARPs.

Note. — 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).



Format and Content of eANP-Vol II

RANP 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:

1. assignment of responsibilities;
 2. mandatory requirements subject to regional agreement; and/or
 3. additional requirements specific to the region which are not covered in SARPs.
- *Note.* — The following is a non-exhaustive list of such elements:
- Major Traffic Flows; Air Traffic Service (ATS) Route Network;
 - Meteorological Watch Offices (MWO);
 - Secondary Surveillance Radar (SSR) codes;
 - Five-letter name-codes;
 - VOLMET Broadcasts.



Format and Content of eANP-Vol III

- RANP Volume III contains dynamic/flexible plan elements providing implementation planning guidance for air navigation systems and their modernization taking into consideration emerging programmes such as the ASBUs and associated technology roadmaps described in the GANP.
- The ANP Volume III also includes appropriate additional guidance, particularly with regard to implementation, to complement the material contained in the ANP Volumes I and II.
- The amendment of Volume III would not require approval by the Council nor regional agreement. PIRG are responsible to maintain the respective eANP Volume III.



eANP Vol III- Contents

- The information contained in Volume III is related to implementation monitoring, planning and/or guidance. The structure of Volume III is kept simple, consisting of:
 - a) Part 0 – Introduction;
 - b) Part I – General Planning Aspects (GEN); and
 - c) Part II – Air Navigation System Implementation.
- A table for inclusion in Part I of Volume III to define a minimum set of implementation indicator(s), based on the SMART criteria (specific, measurable, achievable, relevant and time bound), for each of the ASBU modules and to include other information as deemed necessary, for use in all regions.
- The details related to the regional monitoring of the ASBU modules, including the design of supporting enablers (tables/databases) are left to the regions/PIRGs.

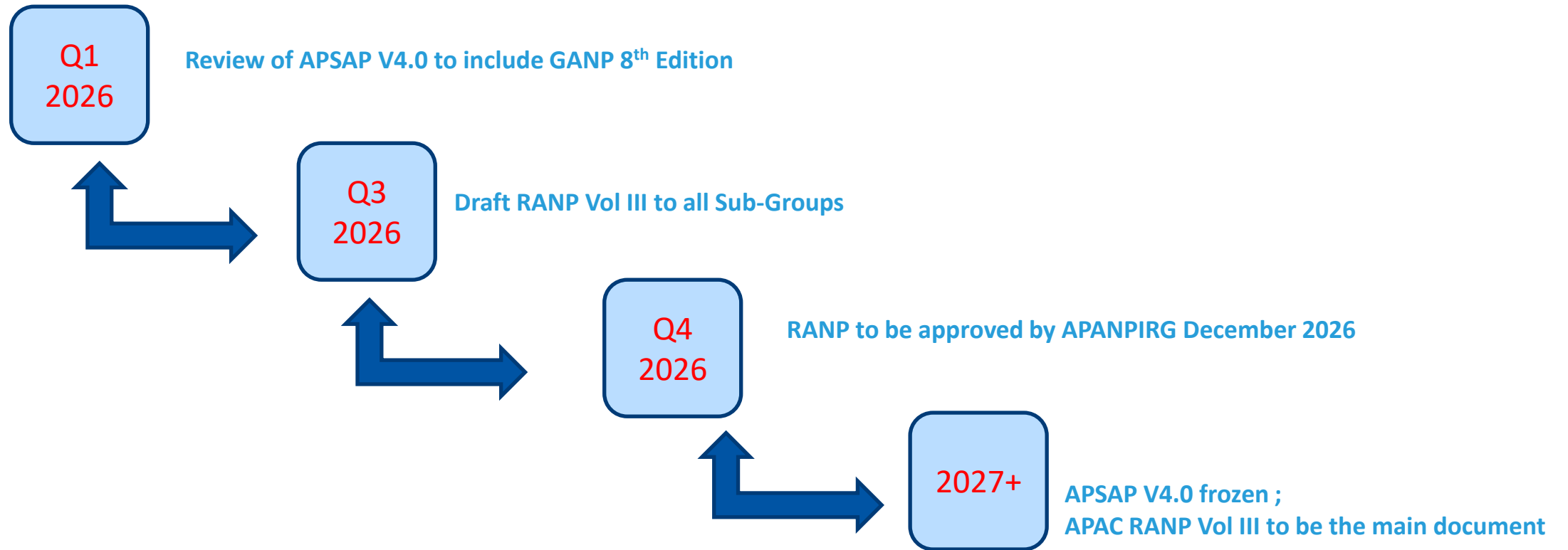


APAC RANP Vol III -Part II – Contents

- Para 2 contains ICAO APAC Air navigation objectives, priorities and targets
- Para 2.7 contains the priorities agreed by APANPIRG
- Para 2.8 contains Main Planning Tables (phase wise implementation 2015, 2019, 2022)
- The ASIA/PAC Main Planning Table is built upon the versions of the Seamless ATM plans as adopted by APANPIRG.- - Section 3 is about monitoring ASBU Implementation – (through the Seamless ANS Plan Portal)
- Section 3 also contains ANRF for 18 B0 ASBU elements and 3 Regional Elements



Update of APAC RANP Vol III





KPI in GANP performance framework

- | | | | |
|----------|--------------------------------------|----------|---|
| • KPI 01 | Departure punctuality | • KPI 13 | Taxi-in additional time |
| • KPI 02 | Taxi-out additional time | • KPI 14 | Arrival punctuality |
| • KPI 03 | ATFM Slot adherence | • KPI 15 | Flight time variability |
| • KPI 04 | Filed flight plan en-route extension | • KPI 16 | Additional fuel burn |
| • KPI 05 | Actual en-route extension | • KPI 17 | Level-off during climb |
| • KPI 06 | En-route airspace capacity | • KPI 18 | Level capping during cruise |
| • KPI 07 | En-route ATFM delay | • KPI 19 | Level-off during descent |
| • KPI 08 | Additional time in terminal airspace | • KPI 20 | Number of Aircraft Accidents |
| • KPI 09 | Airport peak capacity | • KPI 21 | Number of RWY Incursions |
| • KPI 10 | Airport Peak Throughput | • KPI 22 | Number of RWY excursions |
| • KPI 11 | Airport throughput efficiency | • KPI 23 | Number of Airprox/TCAS |
| • KPI 12 | Airport/Terminal ATFM delay | | Alert/Loss of separation/Near mid Air Collisions/Mid Air collisions |



Future Plans

- Update of APAC eANP Volume III in line with update of GANP
- Adopting Performance Based Approach and recommending APAC Regional Air Navigation KPIs
- The measurement of these KPIs, as well as the progress in achieving performance objectives to be monitored at the regional level.
- States, as part of their national air navigation plan, may use additional KPIs to measure the progress in achieving all their performance objectives.

Thank You

