INTERNATIONAL CIVIL AVIATION ORGANIZATION

First Meeting of the Africa - Indian Ocean Aviation System Planning and Implementation Group (AASPG/2)

Livingstone, Zambia, 2 - 6 November 2026

Agenda Item 4 : Implementation of safety and air navigation goals, targets and indicators, including priorities set in the Regional Aviation Safety and Air Navigation Plans

AWARENESS ON AIR NAVIGATION PLANNING FRAMEWORKS

(*Presented by ASECNA*)

SUMMARY	
This working paper reports on the key outcomes of the awareness workshop on air navigation planning frameworks organized by ASECNA, with the support of ICAO, from 28 September to 1 October 2026 in Dakar, Senegal. It recalls that the Basic Building Blocks (BBBs) constitute the foundation of the minimum capabilities required for the provision of safe and efficient air navigation services, while Aviation System Block Upgrade (ASBU) elements should be selected based on operational needs, expected benefits, priorities, and available resources. Finally, it highlights the importance of a common understanding of planning frameworks and consistency between the Global Air Navigation Plan (GANP), the AFI Air Navigation Plan (eANP AFI), and National Air Navigation Plans (NANPs). **Action required:** The meeting is invited to consider follow-up actions indicated in paragraph 3.	
References	• Doc 10222, Report of the Technical Commission of the 42nd Session of the ICAO Assembly • Doc 9750, Global Air Navigation Plan (GANP Portal) • AFI ANP, Africa-Indian Ocean Regional Air Navigation Plan
Strategic Goals	*A-Every flight is safe and secure* *C-Aviation Delivers Seamless, Accessible, and Reliable Mobility for All* *D-No Country Left Behind*

1 INTRODUCTION

1.1 The implementation of the Global Air Navigation Plan (GANP) remains a challenge for States and other stakeholders. To strengthen safety and air navigation planning, the ICAO Assembly, at its 42nd session, adopted Resolution 42/6 concerning ICAO global planning in these areas.

1.2 Through this resolution, the Assembly calls upon States and invites other stakeholders to cooperate in the development and implementation of regional, sub-regional, and national plans based on the Global Aviation Safety Plan (GASP) and GANP frameworks. It also tasks the Secretary General with promoting these plans, facilitating access and

understanding, and providing States with the necessary support for the development and implementation of their national plans.

1.3 In this context, ASECNA requested ICAO's support to organize an awareness workshop on air navigation planning frameworks. The objective was to strengthen the knowledge of ASECNA personnel, civil aviation authorities of its Member States, and stakeholders from neighboring West and Central African States, particularly on the link between the GANP, the AFI Regional Air Navigation Plan (eANP AFI), and national plans.

1.4 The said workshop was held in Dakar (Senegal), at the ICAO WACAF Office premises, from 28 September to 1 October 2026. The work was conducted in hybrid mode and brought together more than 200 participants, including 90 in person.

2. DISCUSSION

2.1 The workshop discussions confirmed that air navigation planning is an essential lever for improving the safety, capacity, and efficiency of air navigation services. They also highlighted the need to strengthen the common understanding of planning frameworks by all stakeholders.

2.2 Participants were sensitized on the importance of ensuring consistency between the Global Air Navigation Plan (GANP), the AFI Air Navigation Plan (eANP AFI), and National Air Navigation Plans (NANPs). This alignment allows global and regional objectives to be translated into priorities and measures adapted to the needs and resources of each State.

2.3 Discussions recalled that the Basic Building Blocks (BBBs) define the minimum capabilities necessary for the provision of safe and efficient air navigation services that States are required to make available under Article 28 of the Chicago Convention. Their implementation constitutes a common foundation for all States. Aviation System Block Upgrades (ASBUs), meanwhile, should be selected and deployed based on operational needs, expected benefits, regional and national priorities, and available resources.

2.4 Participants took note of the ASBU elements identified as applicable to the AFI region and approved by the AASPG to guide regional implementation. The term "applicable" was discussed to highlight the nature of the ASBU elements selected in light of the intrinsic context of the AFI region. Participants were also informed that the update of Volume III of the eANP AFI is underway to ensure its alignment with the latest edition of the GANP.

2.5 The exchanges showed that the development of a NANP requires the coordinated participation of all relevant national stakeholders, including civil aviation authorities, air navigation service providers, airport operators, military authorities, and airspace users. It was also emphasized that the NANP should be part of national strategic development plans and be consistent with the eANP AFI and the GANP.

2.6 A practical exercise dedicated to the development of a NANP allowed participants to familiarize themselves with the main steps of preparing such a plan. The presentation of the ASECNA Air Navigation Master Plan also illustrated the interest in taking regional initiatives and infrastructures into account in national planning.

2.7 Furthermore, participants were informed that a NANP template is being developed by a multidisciplinary team of experts from the AAO and IIM subgroups of the AASPG. The availability of a common template could facilitate the work of States and promote better consistency of national plans.

2.8 The workshop also stressed the importance of proactive management of air navigation deficiencies, supported by the AANDD platform, to contribute to the improvement of the safety, capacity, and efficiency of the system. Participants noted that the identification and treatment of these deficiencies should be taken into account in planning and monitoring processes.

3 ACTION BY THE MEETING

3.1 The meeting is invited to:

a) Take note of the information shared in this document;
b) Encourage States to take into account the minimum capabilities defined by the BBBs in their planning and monitoring process before moving towards the ASBU elements applicable and adapted to their needs and resources;
c) Invite States to develop or update their National Air Navigation Plans (NANPs), with the coordinated participation of relevant national stakeholders, and to ensure their consistency with the GANP, the eANP AFI, and national and regional priorities;
d) Encourage ICAO regional offices to continue to provide technical support to States and organizations, for the development or update of NANPs and for the organization of related awareness activities.