



**INTERNATIONAL
CIVIL AVIATION
ORGANIZATION**



ICAO NAT Vision Workshop 2026

Elkhan Nahmadov

EIGHTH EDITION OF THE GANP

MULTILAYER STRUCTURE OF THE GANP

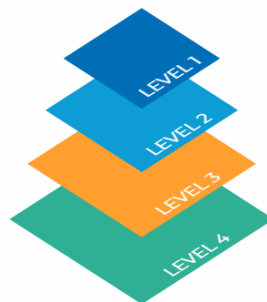
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GLOBAL STRATEGIC

GLOBAL TECHNICAL

REGIONAL

NATIONAL

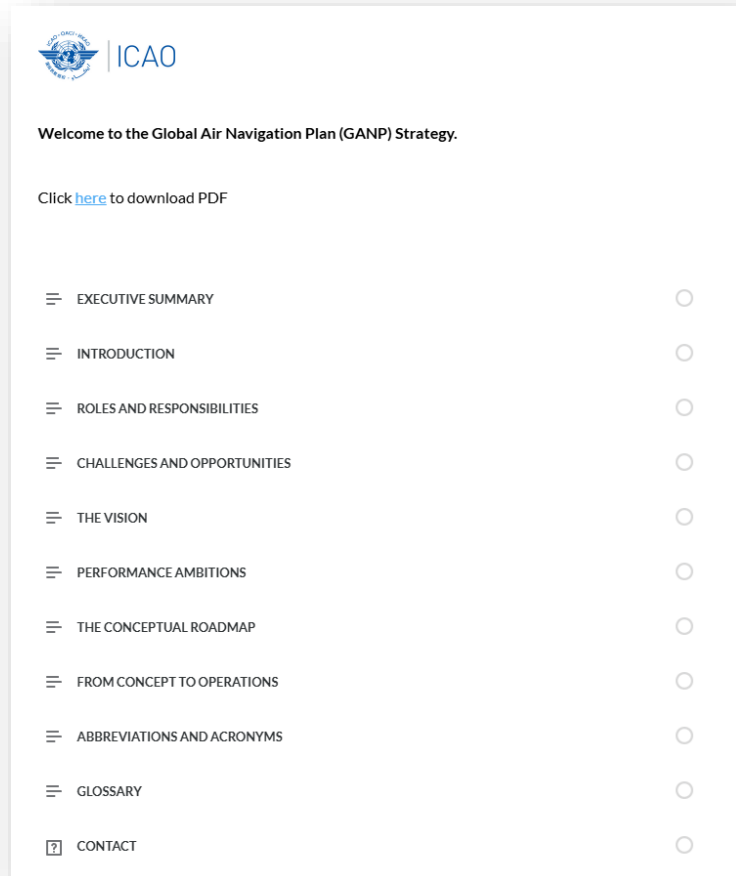


*Available at the GANP Portal
from January 2026*

- Global Strategic Level
 - Deliverable 1 – Update of the GANP Strategy
- Global Technical Level
 - Deliverable 2 - update to the Aviation System Block Upgrade framework
 - Deliverable 3 - a mapping between the strategic and technical levels
 - Deliverable 4 – Simplified guidance on the application of a performance-based approach
 - Deliverable 5 - update of the GANP performance framework on environment and resilience
- Regional and national levels
 - Latest developments

Global Strategic level

Deliverable 1 – Update to the GANP Strategy

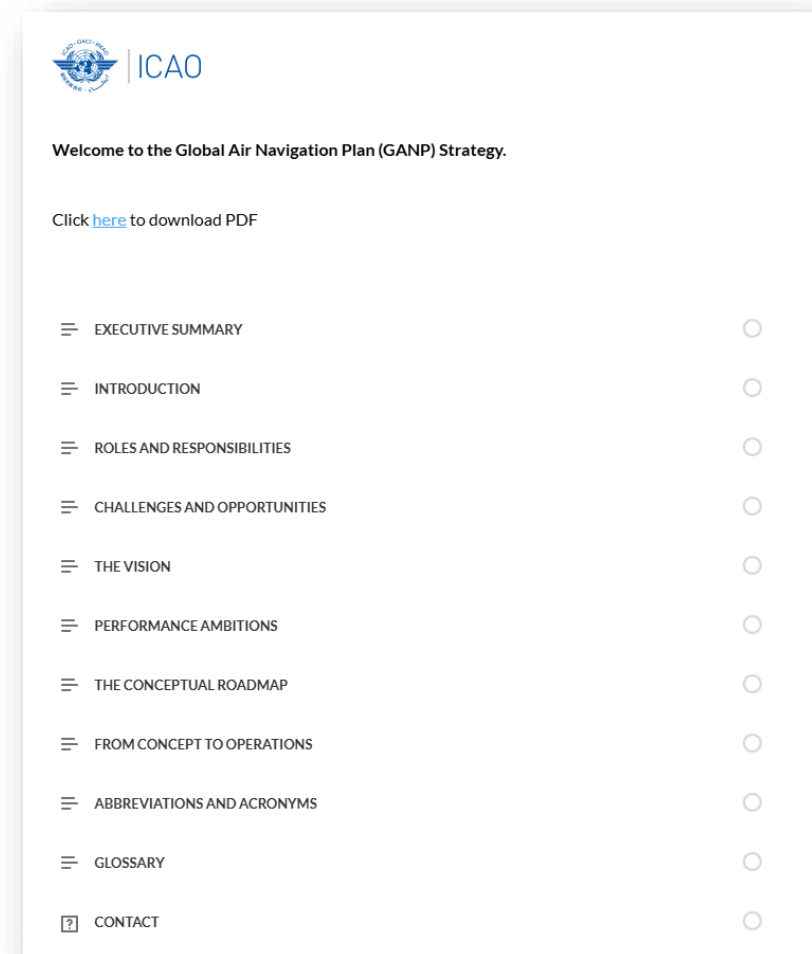


- A new approach to integrate the new entrants focused on required air navigation services
 - A new approach, focused on the air navigation services required to integrate the new entrants.
 - The provision of air navigation services will be, at least initially, linked to different airspaces although it is envisioned that, with time, the provision of services will evolve towards increasing integration of conventional and emerging airspace users.

Global Strategic level

Deliverable 1 – Update to the GANP Strategy

- Reviewed performance ambitions
- Environment KPA
 - “To minimize, through operational improvements that in particular reduce fuel burn, the adverse environmental impacts of aviation activity on the climate” and
 - “To minimize, through operational improvements, the adverse local environmental impacts of aviation regarding noise and local air quality”
- Resilience focus area
 - “The maintenance of service provision and system performance in the face of disruptive events”



Global Technical Level

Deliverable 5 - update of the GANP performance framework

- Resilience focus area
 - Assess, plan for and enhance the capability of the States/ANSPs and other to improve the resilience of the air navigation system
 - Focus areas: organizational resilience and operational resilience
 - Operational resilience
 - **Resilience to What? - Type of disruption**
 - Cause, frequency, anticipation, time scale, source
 - **Resilience of What? - Air Navigation Services impacted**
 - ATM, AO, AIM, MET, SAR, CNS
 - Safety, Security, Efficiency, Predictability
 - **Resilience at What Phase? - The Resilience Cycle**
 - Pre-disruption, response, recovery, post-disruption
 - **Resilience of What kind? - Levels of recovery needed**
 - Structural, functional or core
 - **How can resilience be improved? - Resilience Strategies**
 - Redundancy, diversity, adaptability
 - Resilience is not a service but a property of the system, so the existing indicators serve to measure the level of resilience in the resilience cycle.

GLOBAL AIR NAVIGATION PLAN

REGIONAL ×

Addresses regional and sub-regional needs aligned with the global objectives.



NATIONAL ×

Development by States, in coordination with relevant stakeholders, of air navigation plans aligned with regional and global plans.



NANP
TEMPLATE



CBA
CHECKLIST

- eANP tool
 - Support the management of the ANPs
 - Under development
- National template and associated guidance
 - Support the States on national planning
 - Under development

NINTH EDITION OF THE GANP

MULTILAYER STRUCTURE OF THE GANP

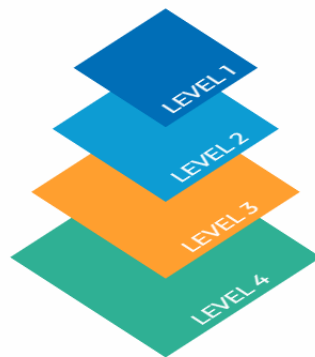
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GLOBAL STRATEGIC

GLOBAL TECHNICAL

REGIONAL

NATIONAL



The 42nd Session of the Assembly agreed to extend the duration of the GANP update cycle to **six years** and that ICAO:

- focus on **supporting States in implementing the GANP and developing national plans**
- develop and disseminate guidance on a **minimum implementation path**, providing clear, actionable steps and timelines for States;
- facilitate the use of the guidance provided within the GANP framework for **reporting performance** in a transparent, holistic and harmonized manner; and
- develop guidance for the integration of **initiatives across regions**, including an approach to define a minimum set of GANP initiatives to be implemented globally with associated timelines, and an approach whereby neighbouring regions would define a set of **joint GANP initiatives and implementation timelines between themselves**.



NAT Vision and ICAO GANP

NAT ANP Vol III

Part 0 – Introduction

- The management of Volume III is the responsibility of the North Atlantic Systems Planning Group (NAT SPG).
- Volume III should be used as a tool for monitoring and reporting the status of implementation of the elements planned here above, through the use of tables/databases and/or references to online monitoring tools, as endorsed by NAT SPG. The status of implementation is updated on a regular basis as endorsed by the NAT SPG.
- Guided by the GANP, ICAO NAT regional, sub-regional and State planning should identify Modules which best provide the needed operational improvements.

Part 1 – General Planning aspects

- The progress and effectiveness against the priorities set out in the regional air navigation plans should be annually reported to ICAO, using a consistent reporting format.
- Reporting and monitoring results will be analyzed by the PIRGs, States and ICAO Secretariat to steer the air navigation improvements, take corrective actions and review the allocated objectives, priorities and targets, if needed.

NAT Vision and ICAO GANP

NAT ANP Vol III

Part I – General Planning aspects

- Table III-i – Implementation indicators for ASBO Block 0
- Appendix A – Sample air navigation reporting form

Part II – NAT Vision

- NAT Vision statement
- High level principles
- Goals, Objectives, Potential improvement areas
- Status summary of improvement areas
- NAT Service development roadmap

Part IV

- Published as a separate annual report with the NAT SPG endorsement

NAT Vision and ICAO GANP

NAT ANP Vol III

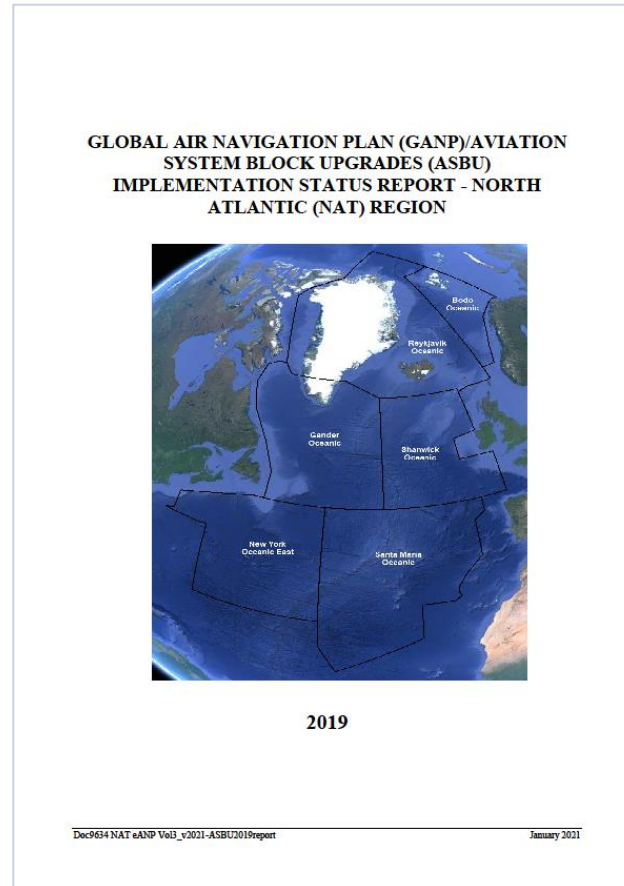
NAT Service development roadmap

ID	Task Name	Duration (days)	Start	Finish	Predecessors	2011		2014				2017				2020				2023				2026					
						1st Half		2nd Half		1st Half		2nd Half		1st Half		2nd Half		1st Half		2nd Half		1st Half		2nd Half		1st Half		2nd Half	
						Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4
	RLongSM Trial - Initial phase applied between eligible pairs (Gander & Shanwick, all HLA levels, FANS 1/1 CPDLC & ADS-C required (IMP Plan Ref.))	1912	01 December 2010	29 March 2018																									
1	5 min LongSM (Doc 4444.RCP240/RSP180 reqd)	262	29 March 2018	29 March 2019	1.4																								
3	5 min LongsSM Next Phase (TBD)	1980	01 January 2019	01 August 2026	1.2																								
4	RLongSM Trial - Initial phase - Reykjavik	361	10 November 2016	29 March 2018																									
5	UM137/DM40 automated impl + CPDLC route clearance	607	02 December 2015	29 March 2018																									
6	Discontinuation of OCL	1162	30 March 2018	12 September 2022	5																								
7	Implementation SATVOICE	2076	02 June 2010	16 May 2018																									
8	FANS 1/A DLM Phase 1 - 2 core tracks FL360 - 390	521	07 February 2013	05 February 2015																									
9	FANS 1/A DLM Phase 2a - All OTS FL350 - 390 (areas of ATS surv & VHF voice, above 80N and New York excl)	741	05 February 2015	07 December 2017	8																								
10	FANS 1/A DLM Phase 2b - all HLA FL350 - 390 (areas of ATS surv & VHF voice, above 80N and New York excl)	561	07 December 2017	30 January 2020	9																								
11	FANS 1a DLM - all HLA above 290 (areas of ATS surv & VHF voice, above 80N excl)	1677	30 January 2020	03 July 2026	10																								
12	RLatSM Ph 1 (Gander & Shanwick) - 3 core tracks, FL350 - 390, FANS 1/A+RNP4, RCP240/RSP180 monitored	360	01 October 2015	15 February 2017																									

NAT Vision and ICAO GANP

NAT ANP Vol III

Part IV – Published as a separate annual report with the NAT SPG endorsement.



Last published for 2019. Put on hold due to planned evolution of the GANP.

NAT Vision and ICAO GANP

NAT ANP Vol III

New approach.

Future monitoring reports vis-à-vis the NAT vision improved areas.

NORTH ATLANTIC (NAT) AIR NAVIGATION PLAN

VOLUME III

30 June 2025

ENDORSED BY NAT SPG/61

Secretariat Note: An update of Parts 0 and 1 is being coordinated with ICAO Headquarters and Regional Offices.

WP for NAT IMG/68.

Previously discussed at NAT IMG/67 and contributory groups.

Significantly simplify NAT ANP Vol III by deleting duplication and aligning with current practice.

Thank You

