



**INTERNATIONAL  
CIVIL AVIATION  
ORGANIZATION**



# ANP Volume III Template

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- The eANP Working Group was established on 19 December 2012 by the Air Navigation Bureau (ANB), taking into consideration new developments, including the outcome of the AN-Conf/12, in order to propose changes to the Regional Air Navigation Plans (ANPs), including, development of a new structure, format and content.
- The eANP WG had two (2) face-to-face meetings (Paris, 4-8 February 2013; and Montréal, 18-22 November 2013), six (6) teleconferences of its Steering Committee (SC) (25 March, 3 June, 27 August and 31 October 2013, 26 March and 16 April 2014) and one (1) teleconference of the whole WG members (5 September 2013).
- The eANP WG submitted the final regional ANP template on 22 April 2014 (*based on the 4<sup>th</sup> Edition of the GANP*).
- AN-WP/8841: Approval of Draft Report to Council on the New Regional ANP Template and Procedures for Amendments (Presented by D/ANB)
- The Air Navigation Commission reviewed on 14 May 2014 (196th session) the draft report to Council with the new eANP template and amendment procedures and the action plan for its electronic availability. With corresponding changes to the draft report, the ANC agreed that the proposed eANP template and procedure for amendment be presented to the Council for its approval.
- C-WP/14174: New Regional ANP Template and Procedures for Amendments (Presented by the President of the ANC)
- The Council approved the new eANP Template (Volumes I, II and III) and corresponding procedure for amendment with some changes to those applicable to Volume I, on 18 June 2014 (202nd session, Fourth meeting; C-DEC. 202/4 of 23/06/2014, refers)

Based on Recommendation 1/2 of the AN-Conf/12, and taking into consideration the new developments related to the **performance based approach**, the aviation system block upgrades (**ASBU**) methodology, etc., it was agreed that **the new ANP should also include elements related to the monitoring of the status of implementation, at least related to the ASBU modules**

### Objective and purpose of regional air navigation plans (ANPs)

- a) the 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 planning and implementation regional groups (PIRGs) with the assistance of the ICAO Secretariat;
- b) the ANPs are used as a repository document for the assignment of responsibilities to States for the provision of air navigation facilities and services within a specified area in accordance with Article 28 of the Convention on International Civil Aviation (Doc 7300);
- c) the ANPs contain requirements related to the facilities and services to be implemented by States in accordance with regional air navigation agreements. The procedural parts of ANPs are published in the ICAO Regional Supplementary Procedures (SUPPs) (Doc 7030);
- d) the ANPs contain provisions that States can follow in programming the provision of their air navigation facilities and services, with the assurance that facilities and services furnished in accordance with the plan will form with those of other States an integrated system adequate for the foreseeable future;
- e) the ANPs may serve as a basis for air navigation service charges which are levied for services provided or made available to users, in accordance with ICAO's Policies on Charges for Airports and Air Navigation Services (Doc 9082) and ICAO Manual on Air Navigation Services Economics (Doc 9161); and
- f) 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 of the new eANP

- a) **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.
  
- b) **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.

## Format of the new eANP

- c) Volume III should contain 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 would also **include 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 (approval of Part II is under the responsibility of the relevant PIRG).

## ANP Volume III

The information contained in Volume III is related mainly to:

- **Planning**: objectives set, priorities and targets planned at regional or sub-regional levels;
- **Implementation monitoring and reporting**: monitoring of the progress of implementation towards targets planned. This information should be used as the basis for reporting purposes (i.e.: global and regional air navigation reports and performance dashboards); and/or
- **Guidance**: providing regional guidance material for the implementation of specific system/procedures in a harmonized manner.

- Does the current ANP Volume III Template fully address or is it fully aligned with the Recommendations of the AN-Conferences (11, 12, 13 and 14), the ATMOC, the GANP, 8<sup>th</sup> Edition and the current Assembly Resolutions ?
- The answer is **NO**. It was a first step, but it was not possible at that time to fully engage with States into the implementation of PBA and monitoring of the ANS performance.

- **Refer to WP/5 and its Appendix**

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# Thank You

