



**WORKING PAPER**

**ASSEMBLY — 40TH SESSION**

**TECHNICAL COMMISSION**

**Agenda Item 28: Aviation safety and air navigation policy**

**A COMPREHENSIVE STRATEGY FOR AIR NAVIGATION:  
ENDORSEMENT OF THE UPDATED GLOBAL AIR NAVIGATION PLAN**

(Presented by the Council of ICAO)

**EXECUTIVE SUMMARY**

The sixth edition of the Global Air Navigation Plan (GANP) responds to turn the challenges stemming from a new era in aviation into opportunities so that aviation can continue to boost social well-being worldwide. Furthermore, it is a call for action to all aviation stakeholders, at global, regional and national levels, to join efforts towards a common vision through the implementation of an evolutionary transformation of the air navigation system driven by performance.

On 17 June 2019, the Council approved the sixth edition of the GANP, which is available in an interactive format on the [GANP Portal \(https://www4.icao.int/ganportal\)](https://www4.icao.int/ganportal). Also, a revised Assembly Resolution A39-12 on global planning for safety and air navigation is presented in the appendix hereto.

**Action:** The Assembly is invited to:

- a) endorse the sixth edition of the *Global Air Navigation Plan* (GANP, Doc 9750), available in an interactive format via the [GANP Portal](https://www4.icao.int/ganportal), as the strategic direction for global air navigation;
- b) request Member States, planning and implementation regional groups (PIRGs) and all members of the aviation community to continue improving the air navigation system in line with the GANP so that it adapts to global, regional and local opportunities and challenges in a timely and orderly manner; and
- c) adopt the proposed revision to Assembly Resolution A39-12 as presented in Appendix A up to and including Appendix B of the proposed resolution.

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| <i>Strategic Objectives:</i>   | This working paper relates to all Strategic Objectives.   |
| <i>Financial implications:</i> | The activities referred to in this paper will be undertaken subject to the resources available in the 2020-2022 Regular Programme Budget and/or from extra budgetary contributions. |
| <i>References:</i>             | Doc 10075, <i>Assembly Resolutions in Force (as of 6 October 2016)</i><br>Doc 9750, <i>Global Air Navigation Plan, Fifth edition</i>  |

## 1. INTRODUCTION

1.1 The powerful socio-economic driver represented by the aviation industry is facing a variety of challenges. Air traffic, with its movement of passengers and goods around the world, is expected to double within the next fifteen years. At the same time, new demands on the aviation system, emerging technologies, innovative ways of doing business and the shifting human role, are bringing not only challenges but also opportunities that call for an urgent transformation of the global air navigation system so that aviation can continue to boost social well-being worldwide.

1.2 Acknowledging that aviation has entered a new era and that a good future is not an extrapolation of the past, but emerges to face the challenges of the future, the sixth edition of the Global Air Navigation Plan (GANP) is the response from the international aviation community to these challenges.

## 2. THE SIXTH EDITION OF THE GANP

2.1 In aviation's fast and ever changing landscape, achieving sustainable growth of international air transport strongly relies on a high-performing and seamless global air navigation system. With the GANP, ICAO brings the aviation community together to achieve an agile, safe, secure, sustainable, high-performing and interoperable global air navigation system.

2.2 Developed in collaboration with and for the benefit of stakeholders, the GANP is a key contributor to the achievement of ICAO's Strategic Objectives and has an important role to play in supporting the United Nations 2030 Agenda for Sustainable Development<sup>1</sup>. A central goal for the purposes of the GANP is SDG 9: Infrastructure, industry and innovation. In addition to the GANP, ICAO has developed global plans for the specific areas of safety and security: the *Global Aviation Safety Plan* (GASP, Doc 10004) and the *Global Aviation Security Plan* (GASeP, Doc 10118). The three global plans are complementary.

2.3 The 39th Session of the ICAO Assembly endorsed the fifth edition of the GANP and requested ICAO to undertake a number of actions for its next edition to evolve towards a performance-driven, strategic planning environment that interacts with regional development and implementation programmes. To this end, the content of the sixth edition of the GANP is organized into a multilayer structure with each layer tailored to different audiences. This allows for better communication with both high-level and technical managers with the objective that no State or stakeholder is left behind. The four-layer structure is made up of global (strategic and technical), regional and national levels, and provides a framework for alignment of regional, sub-regional and national plans. The four-layer structure facilitates decision-making by providing stable strategic direction for the evolution of the air navigation system and, at the same time, timely relevance in the technical content.

2.4 In addition, to enable the different stakeholders to access and use relevant information, all four levels of the GANP have been made available via a printer-friendly, interactive, web-based platform — the GANP Portal (<https://www4.icao.int/ganpportal>). The platform ensures a common entry point to, and consistency between, all four levels of the GANP. Furthermore, the platform, with the digital capabilities it offers, allows ICAO to develop tools to support implementation planning at regional and national levels and assist in the management and prioritization of the technical work programme of ICAO in the field of air navigation.

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<sup>1</sup> <https://www.un.org/sustainabledevelopment/>

### *Global strategic level*

2.5 The global strategic level is presented as an electronic document, written in executive language and available in the six working languages of ICAO. It provides high-level strategic direction for decision makers to drive the evolution of the global air navigation system.

2.6 The vision of this document is the creation of a globally interoperable air navigation system, as well as a proactive, integrated and common approach to emerging challenges and opportunities stemming from aviation and technology trends. The evolution, driven by this vision and reflected in the conceptual roadmap, will create a high-performing global air navigation system, which will meet the ever-growing expectations of society and reduce global disparities. The conceptual roadmap aims to transform the air navigation system based on strengths and opportunities, rather than to simply improve it, by providing a more holistic approach to its evolution.

2.7 The realization of this vision requires strong commitment and investment from all members of the aviation community. The global air navigation system is becoming more complex as it accommodates new demand. Transformation is, therefore, not an end goal in itself, but the way to achieve the vision. The strategy for transforming the air navigation system does not only respond to performance ambitions but also to the ambitions of many States and regions wanting to make increased use of available and emerging technologies.

2.8 The aviation industry needs to ensure its position at the forefront of innovation by adopting an increasingly cross-domain and global perspective. There is much at stake for the global economy and for citizens if the modernization of the global air navigation system does not continue.

### *Global technical level*

2.9 The realization of the global air navigation system transformation lives in the technical managers who, with the support of the decision makers they report to, continue to improve the air navigation system. While one size does not fit all and there is no set end date for the evolution of the air navigation system, continuous improvements will ensure that the system adapts to global, regional and local opportunities and challenges in a timely and orderly manner.

2.10 Derived from the global strategic level, the global technical level is designed to support technical managers in planning implementation of basic services and new operational improvements in a scalable and cost-effective manner, according to specific operational and performance needs, while ensuring interoperability of systems and harmonization of procedures.

### *Regional and national levels*

2.11 The regional and national levels of the GANP ensure consistency from the development of operational improvements to their implementation and they provide the global aviation community with a common basis for short- and medium-term implementation planning.

2.12 The regional level addresses regional and sub-regional performance and operational needs, diversities, constraints and opportunities through the ICAO regional air navigation plans (ANPs) and other regional initiatives aligned with the global strategic and technical levels.

2.13 The national level focuses on State planning. The development of national air navigation plans, in coordination with relevant stakeholders and aligned with regional and global plans, is a strategic

part of the State's national aviation planning framework and is crucial to achieve the common vision being developed in the GANP.

### 3. ASSEMBLY RESOLUTION

3.1 In accordance with Assembly Resolution A39-12, the GASP and the GANP support the Strategic Objectives of the Organization. The partial draft resolution presented in the appendix to this paper focuses on the GANP thus superseding A39-12: *ICAO Global planning for safety and air navigation*, Appendix B.

3.2 When reviewing the resolution in the appendix, and for the purposes of this paper, please refer only to the preamble and Appendix B dealing specifically with GANP. Appendix A of the resolution, dealing specifically with GASP, is discussed in A40-WP/51 also under Agenda Item 28.

### 4. CONCLUSION

4.1 The sixth edition of the Global Air Navigation Plan responds to the challenges of a new era in aviation which also offer opportunities to continue to boost social well-being worldwide. Furthermore, it is a call for action to all aviation stakeholders, at global, regional and national levels, to join efforts and work together towards a common vision through an evolutionary transformation of the air navigation system driven by performance.

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## APPENDIX

### DRAFT RESOLUTION FOR ADOPTION BY THE 40TH SESSION OF THE ASSEMBLY

#### **A40-xx: ICAO global planning for safety and air navigation**

*Whereas* ICAO strives to achieve the goal of a safe and orderly development of civil aviation through cooperation among Member States and other stakeholders;

*Whereas* to realize this goal, the Organization has established Strategic Objectives, including objectives for safety and for capacity and efficiency;

*Recognizing* the importance of global frameworks to support the Strategic Objectives of ICAO;

*Recognizing* the importance of effective implementation of regional and national plans and initiatives based on the global frameworks;

*Recognizing* that further progress in improving the global safety, capacity and efficiency of civil aviation is best achieved through a cooperative, collaborative and coordinated approach in partnership with all stakeholders under the leadership of ICAO; and

*Noting* the approval by the Council of the ~~second~~ **third** edition of the Global Aviation Safety Plan (GASP) and of the ~~fifth~~ **sixth** edition of the Global Air Navigation Plan (GANP);

*The Assembly:*

1. *Endorses* the ~~second~~ **third** edition of the Global Aviation Safety Plan (GASP) and the ~~fifth~~ **sixth** edition of the Global Air Navigation Plan (GANP) as the global strategic directions for safety and air navigation, respectively;
2. *Resolves* that ICAO shall implement and keep current the GASP and the GANP to support the relevant Strategic Objectives of the Organization, while ensuring necessary stability;
3. *Resolves* that these global plans shall be implemented and kept current in close cooperation and coordination with all concerned stakeholders;
4. *Resolves* that these global plans shall provide the frameworks in which regional, subregional and national ~~implementation~~ plans will be developed and implemented, thus ensuring consistency, harmonization and coordination of efforts aimed at improving international civil aviation safety, capacity and efficiency;
5. *Urges* Member States to develop sustainable solutions to fully exercise their safety oversight and air navigation responsibilities which can be achieved by sharing resources, utilizing internal and/or external resources, such as regional and subregional organizations and the expertise of other States;

6. *Urges* Member States to demonstrate the political will necessary for taking remedial actions to address safety and air navigation deficiencies, including those identified by Universal Safety Oversight Audit Programme (USOAP), through the ~~application of GASP, and the GANP objectives~~ and the ICAO regional planning process;
7. *Urges* Member States, the industry and financing institutions to provide the needed support for the coordinated implementation of the GASP and GANP, avoiding duplication of efforts;
8. *Calls upon* States and invites other stakeholders to cooperate in the development and implementation of regional, subregional and national plans based on the frameworks of the GASP and GANP;
9. *Instructs* the Secretary General to promote, make available and effectively communicate the GASP and the GANP; and
10. *Declares* that this resolution supersedes Resolution ~~A38-2~~ A39-12 on ICAO global planning for safety and air navigation.

## APPENDIX A

### Global Aviation Safety Plan (GASP)

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## APPENDIX B

### Global Air Navigation Plan (GANP)

*Whereas* the enhancement of the safety, capacity and efficiency of aviation operations is a key element of the ICAO Strategic Objectives;

*Having adopted* Resolution ~~A38-12~~A40-xx, a consolidated statement of continuing ICAO policies and associated practices related specifically to air navigation;

*Recognizing* the importance of GANP as an operational strategy and part of the basket of measures ~~for environmental protection~~ to achieve ICAO's global aspirational goals on CO<sub>2</sub> emissions; and

*Recognizing* that many States and regions are developing new ~~air navigation generation~~ plans for their own air navigation modernization;

*The Assembly:*

1. *Instructs* the Council to use the guidance in the Global Air Navigation Plan (GANP) to develop and prioritize the technical work programme of ICAO in the field of air navigation;
2. *Urges* the Council to provide States with a standardization roadmap, as announced in the GANP, as a basis for the work programme of ICAO;

3. *Calls upon* States, planning and implementation regional groups (PIRGs), and the aviation industry to utilize the guidance provided in the GANP for planning and implementation activities which establish priorities, targets and indicators consistent with globally-harmonized objectives, taking into account operational needs;
4. *Calls upon* States to take into consideration the GANP guidelines for the implementation of ~~as an efficient operational measure for environmental protection~~ improvements as part of their national strategy to reduce CO<sub>2</sub> emissions from international aviation;
5. *Calls upon* States, PIRGs, and the aviation industry to provide timely information to ICAO, and to each other, regarding the implementation status of the GANP, including the lessons learned from the implementation of its provisions;
6. *Invites* PIRGs to use ICAO standardized tools or adequate regional tools to monitor and, in collaboration with ICAO, analyse the implementation status of air navigation systems;
7. *Instructs* the Council to publish the results of the analysis on the regional performance dashboards and in an annual global air navigation report including, as a minimum, the key implementation priorities and accrued environmental benefits ~~estimated using CAEP recognized methods~~ associated with the implementation of the operational improvements outlined in the ASBU framework; ~~and~~
8. *Urges* States that are developing new ~~generation~~ air navigation plans, for their own air navigation modernization, to coordinate with ICAO and align their plans so as to ensure global compatibility and harmonization; and
9. *Instructs* the Council to continue developing the GANP, keeping it current with evolving technology and operational requirements.