



**WORKING PAPER**

**ASSEMBLY — 40TH SESSION**

**TECHNICAL COMMISSION**

**Agenda Item 28: Aviation Safety and Air Navigation Policy**

**GLOBAL AIR NAVIGATION PLAN – EXECUTIVE SUMMARY  
AND FUTURE STUDY GROUP**

(Presented by Australia)

**EXECUTIVE SUMMARY**

The 13th Air Navigation Conference (AN-Conf/13) called on ICAO to agree that the future *Global Air Navigation Plan* (Doc 9750, GANP) include a concise executive summary (printable) to outline its key policies, priorities and strategies, to ensure it is easily accessible to all States and key decision makers.

The AN-Conf/13 also agreed to recommend that ICAO establish a GANP Study Group comprising Member States from all regions and industry to undertake work on future editions of the GANP.

There is a need to prioritise two initiatives to fully deliver on the AN-Conf/13 recommendations – to improve and refocus the draft GANP executive summary, and better define the formation and role of the GANP Study Group.

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

- a) recommend, consistent with the outcomes of the AN-Conf/13, that ICAO ensure an improved executive summary of the GANP be produced outlining key policies, priorities and strategies, for use by all States and key decision makers; and
- b) recommend that ICAO, in forming a GANP Study Group to develop and maintain future editions of the GANP, use the same type of Terms of Reference and working model as adopted by the Global Aviation Safety Plan Study Group.

<i>Strategic Objectives:</i>	This working paper relates to the Safety and Air Navigation Capacity and Efficiency Strategic Objectives.
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<i>Financial implications:</i>	The cost to ICAO will be subject to resources available in the 2020-2022 Regular Programme Budget and/or from extra budgetary contributions.
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<i>References:</i>	Doc 10115, <i>Report of the Thirteenth Air Navigation Conference</i>
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## 1. INTRODUCTION

1.1 At the 13th Air Navigation Conference (AN-Conf/13), a number of outcomes in relation to the proposed Sixth Edition of the *Global Air Navigation Plan* (Doc 9750, GANP) were agreed (Document 10115, *Report of the Thirteenth Air Navigation Conference*). These include:

That States:

agree that the future *Global Air Navigation Plan* (Doc 9750, GANP), based on the outcome of the Thirteenth Air Navigation Conference (AN-Conf/13), be available as a web-based platform, including a concise, executive summary (printable) which outlined its key policies, priorities and strategies to ensure that the GANP was easily accessible to all States and key decision makers;

That ICAO:

consider the establishment of a GANP Study Group comprised of Member States from all regions and industry to undertake work on future editions of the GANP;

strengthen the relationship between the Global Aviation Safety Plan [GASP], the GANP and the newly developed Global Aviation Security Plan (GASeP); and

continue to work with States, international organizations, air traffic management (ATM) modernization programmes and other stakeholders on the development of the Sixth Edition of the GANP, as required for subsequent endorsement at the 40th Session of the ICAO Assembly.

1.2 This paper focusses on the AN-Conf/13 recommendations to complete a concise executive summary of the GANP and form a GANP Study Group responsible for working on future editions of the GANP. There is a need to prioritise these two initiatives to fully deliver on the AN-Conf/13 recommendations.

## 2. DISCUSSION

### 2.1 Executive Summary of the GANP

2.1.1 The GANP has become a four layered structure made up of global (strategic and technical), regional and national levels and providing a framework for alignment of regional, sub-regional and national air navigation plans.

2.1.2 It is now available through a web-based platform – the GANP Portal – which does enable a range of technical and operational tools to be developed by ICAO to support regions and States in their compliance with the key elements of the GANP.

2.1.3 However it is important to recognise that the GANP is, in the first instance, where global air navigation policies, priorities and strategies are set out.

2.1.4 These global air navigation policies, priorities and strategies must be easily accessible and highlighted to all States and key decision makers. An effective means of achieving this objective is through the development and release of a concise executive summary of the GANP, as agreed at AN-Conf/13.

2.1.5 A concise GANP executive summary is also consistent with the AN-Conf/13's requirement for GANP and GASP alignment. The one-page GASP executive summary, which sets out its purpose, goals and priorities, and global, regional and national planning roles, is a good model to follow.

2.1.6 While an executive summary has been produced as an 'introduction' to components of the draft 6<sup>th</sup> edition of the GANP for consideration at the 40<sup>th</sup> Assembly, it can be further improved by better highlighting the key policies, priorities and strategies in the GANP to all States and key decision makers.

## 2.2 GANP Study Group

2.2.1 The dedicated work of the GANP Multidisciplinary Vision Team, ICAO Secretariat, the Aviation System Block Upgrades (ASBUs) Panel Project Team (PPT) and the Air Navigation Commission GANP Ad Hoc Group is recognised by the completion of the proposed Sixth Edition of the GANP.

2.2.2 The AN-Conf/13 requested that consideration be given to the establishment of a GANP study group to progress the work on future versions of the GANP. The AN-Conf/13 suggested that nominations be sought from Member States from all regions and international organizations, and include some members from the GANP Multidisciplinary Vision Team and the PPT.

2.2.3 Accordingly, the AN-Conf/13 agreed to recommend that ICAO consider the establishment of a GANP Study Group comprising Member States from all regions and industry. This recommendation should be endorsed by the Assembly and implemented by ICAO.

2.2.4 The Terms of Reference and work processes for the GASP Study Group, responsible for the ongoing development and maintenance of the GASP, provides a best practice model for the development of global planning documents such as the GANP.

2.2.5 As indicated above, global planning documents must first set out global policies, priorities and strategies related to aviation safety, air navigation capacity and efficiency objectives. This should be done before detailing potential operational or technical solutions, practices and procedures to implement these objectives (for example, the use of tools such as the ASBUs or Basic Building Blocks).

2.2.6 As a best practice example, the GASP Study Group has brought together policy, regulatory and planning officials from States across all regions, backed by technical experts and industry representatives. It has received excellent support from the ICAO Secretariat.

2.2.7 A similar group, with similar Terms of Reference and working model should be formed for future development and maintenance of the GANP. This model also places less strain on already finite ICAO Secretariat resources.