International Civil Aviation Organization
North American, Central American and Caribbean Office
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Ocho Rios, Jamaica, 12-16 May 2008

Agenda Item 7   **Other Air Navigation Matters**

ICAO FRAMEWORK FOR TRANSITION TO AN ELECTRONIC AIR NAVIGATION PLAN (eANP)

(Presented by the Secretariat)

SUMMARY
The following Information Paper presents a briefing on ICAO planning for the implementation of the electronic Air Navigation Plan.
References:
• Global Air Navigation Plan (Doc 9750 AN/968) • CAR/SAM Air Navigation Plan (Doc 8733)
Strategic Objectives   *This working paper relates to Strategic Objectives A and D.*

1.   Introduction

1.1   ICAO's efforts to address the needs of the Air transport Industry and International Civil Aviation have aimed at coordinating the worldwide planning processes in support of a global traffic management (ATM) system, as it evolves from the technology-based CNS/ATM System concept. The first plan of action for transition to ICAO CNS/ATM Systems (Global Coordinated Plan) was published on 1998, which evolved in its revised document known as the Global Air Navigation Plan for CNS/ATM Systems (Global Plan, Doc. 9750). This revised document was developed as a strategic document to guide the implementation of CNS/ATM systems.

1.2   Under this guidance, regional Air Navigation Plans have been developed, being the Doc. 8733: Regional Air Navigation Plan the document applicable to the CAR/SAM regions.

1.3   To facilitate the coordination and implementation of regional air navigation plans as well as supporting the Global Air Navigation Plan an electronic version of the Air Navigation Plan (eANP) is foresee. It will also contribute to the further development of air navigation planning by providing a framework for the efficient implementation of new air navigation systems and services at the national, regional, inter-regional and global levels. The framework will support, in particular, the work of regional planning and implementation groups that plan, monitor and analyze the implementation status of planned facilities and services for inclusion in the regional air navigation plans, and recommend ways to expedite these plans in accordance with ICAO priorities. The availability of this information online will greatly facilitate updating and access to the latest information for States, ICAO regional offices and various other users.

2.   **Transition to eANP**

Primary Objectives of eANP

2.1   This transition to an eANP has two primary objectives:

    a)   at the global level: reconcile the Regional Air Navigation Plan with the ATM operational concept, the new Global ANP provisions and the ICAO new business planning processes; and

    b)   at the regional level: expedite regional planning and coordination through simplifying and freeing the core of planning from a long and cumbersome formal approval process, (whilst maintaining the planning and coordination process requirements within the ICAO regional machinery).

Deliverables of eANP

2.2   To reach the above objectives, the following deliverables will be produced:

    a)   Easy-to-use planning documents that would contain the relevant elements, specifically, homogeneous ATM areas and major international traffic flows, and the agreed CNS/ATM systems infrastructure necessary to support the implementation of the homogeneous ATM areas and major international traffic flows; and

    b)   an integrated world-wide web-based Air Navigation Planning Database containing details currently listed in Table ATS 1 and all FASID Tables (AOP, CNS, ATM, MET, SAR, AIS). This will be designed to easily support the coordination, agreement and recording process between States and international organisations, also through a user-friendly interface.

Proposed eANP Methodology

2.3   The proposed methodology that will be employed to achieve the above deliverables is as follows:

    a)   Replace the current provisions in the ANP Volume I, concerning Establishment of ATS Routes and Table ATS 1, by the relevant elements of the Global ANP and the evolving ATM operational concept, specifically, homogeneous ATM areas and major international traffic flows;

    b)   Replace the current provisions in the ANP Volume II, comprised of FASID tables (AOP, CNS, ATM, MET, SAR, AIS), by the agreed air navigation system elements necessary to support the implementation of a performance-based infrastructure to support homogeneous ATM areas and major international traffic flows;

c)   Move all details currently listed in Table ATS 1 and all FASID Tables to an integrated world-wide web-based Air Navigation Planning Database which will be designed to support the coordination, agreement and recording process between States and international organisations; and

d)   Propose the necessary amendments to current ICAO SARPs, e.g. Annex 11 — Air Traffic Services, Appendix 1, be revised to remove the distinction between regional and non-regional networks of ATS routes.
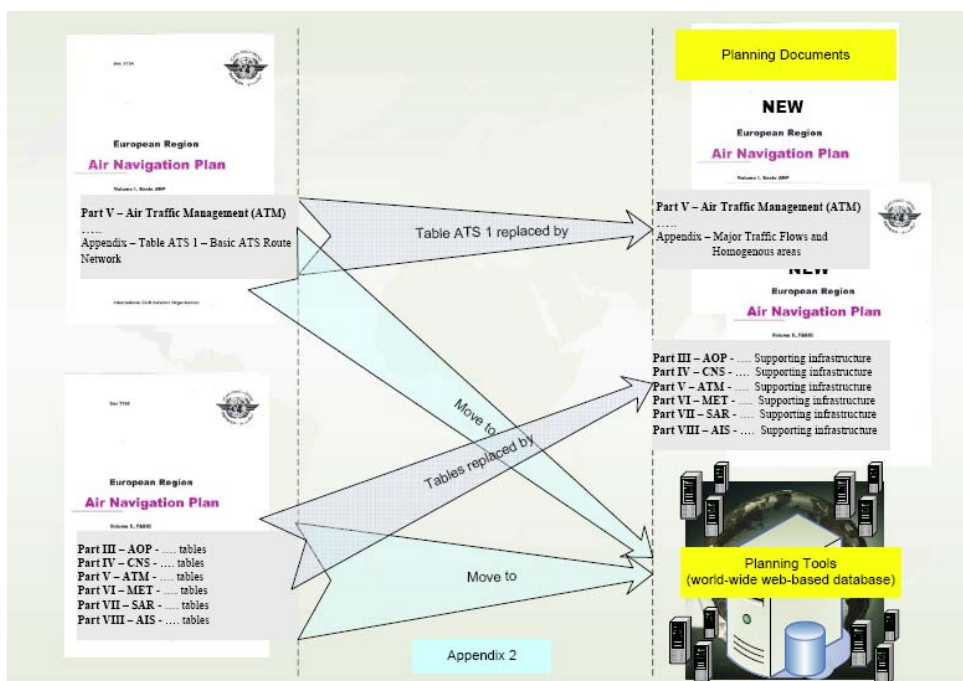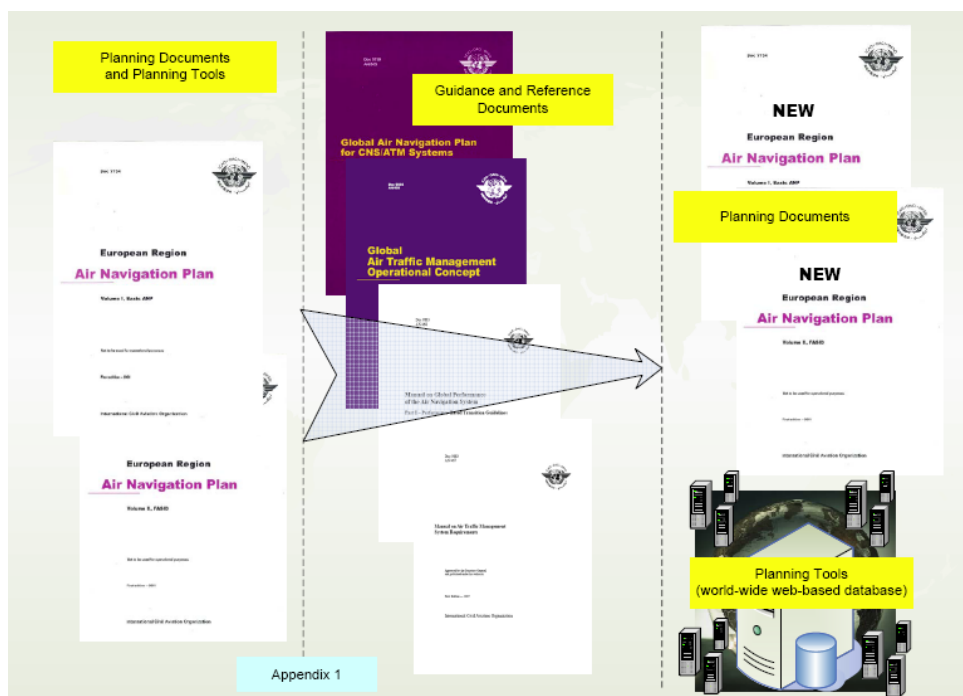
Framework elements

2.4   The framework elements for the deliverables of this transition will be:

        a)   Planning documents
                •   homogeneous ATM areas and major international traffic flows, and
                •   agreed CNS/ATM systems infrastructure necessary to support this
                        implementation

                •   Proposed new Layout and Content
                •   Introduction/BORPC/General Planning Aspects (Common to all
                        Regions)
                •   Coloured pages of specific requirements per Region per discipline

        b)   Integrated world-wide web-based air navigation planning database

                •   Tools that are proposed under the electronic Air Navigation Plan (eANP)
                        environment effort:
                    i.   5LNC Management Tool
                   ii.   Navaid Management Tool
                  iii.   Communications planning
                   iv.   HF SELCAL allocations
                    v.   AMHS assignments
                   vi.   SBAS Channel Allocation Utility
                  vii.   Route Designator Management Tool
                 viii.   Automated ANP update processing utility
                   ix.   eBORPC
                    x.   eFASID
                   xi.   FIRs Amendment and Information Tool

                •   Process model for ATS route planning tool (suggested model for all
                        other FASID table-related tools)

2.5   This transition process is an ongoing process with the participation of several
stakeholders including ICAO offices, EUROCONTROL and States through their corresponding
Planning/Implementation Group (for example for the CAR/SAM Regions: GREPECAS). In general terms
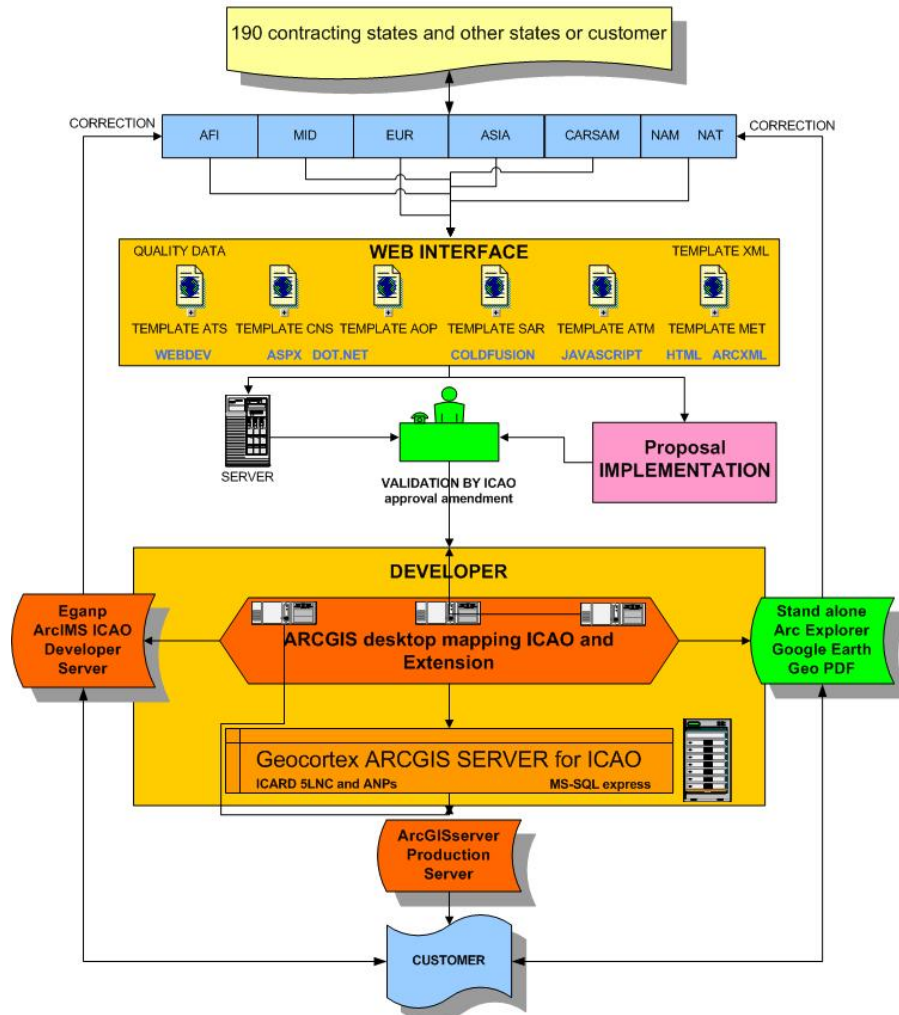the transition to the eANP will de accomplished as illustrated on figure 1.

Figure 1

3. **Suggested Action:**

3.1 The Meeting is invited to take note of the information container in this paper.

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