



ASSEMBLY — 42ND SESSION

TECHNICAL COMMISSION

Agenda Item 23: Global Aviation Safety and Air Navigation Plans

INTEGRATION OF OPERATIONAL IMPROVEMENT INITIATIVES ACROSS REGIONS

(Presented by China and Singapore)

EXECUTIVE SUMMARY

The Global Air Navigation Plan (GANP) provides the global strategic direction for the evolution of the air navigation system. To realise this goal, close cooperation, collaboration and coordination with all relevant stakeholders for its implementation will be required. GANP also provides the framework in which regional, subregional and national plans will be developed and implemented, for their own air navigation modernization and transformation.

The GANP is structured into four levels: global strategic; global technical; regional; and national. Planning and implementation regional groups (PIRGs) are responsible for defining implementation priorities at the regional level. Each PIRG having different priorities and differing timelines could lead to challenges in harmonized implementation of operational improvements across regions.

This paper discusses the need for effective cross-regional integration on implementation planning of operational improvement initiatives to support an integrated, harmonized, globally interoperable and seamless air navigation.

Action:

- acknowledge that regions have different priorities and are implementing GANP at differing pace due to needs and challenges of each region;
- recognize that as implementation of initiatives and timelines differ between regions, airspace users that operate through regional boundaries will experience interoperability and harmonization challenges in future; and
- request ICAO to put in place guidance for the integration of initiatives across regions which could include (1) an approach on defining a minimum set of GANP initiatives to be implemented globally with associated timelines; and (2) an approach whereby contiguous regions will define a set of GANP initiatives and implementation timelines between themselves.

<i>Strategic Goals:</i>	This working paper relates to <i>Aviation Delivers Seamless, Accessible, and Reliable Mobility for All</i> .
<i>Financial implications:</i>	The activities referred to in this paper are expected to be undertaken within the resources available in the Regular Budget
<i>References:</i>	Doc 10184, <i>Assembly Resolutions in Force (as of 7 October 2022)</i> Doc 9750, <i>Global Air Navigation Plan</i> Assembly Resolution A41-6, <i>ICAO global planning for safety and air navigation</i>

1. INTRODUCTION

1.1 The Global Air Navigation Plan (GANP) is an important framework to set global priorities and drive evolution of the global air navigation system towards the vision of an integrated, harmonized, globally interoperable and seamless air navigation system.

1.2 There are four levels in the GANP namely global strategic level, global technical level, regional level, and national level. The global levels of the GANP provide high-level strategic directions for decision makers to drive the evolution of the global air navigation system towards the vision while supporting technical managers in planning of operational improvements. Implementation planning and deployment of operational improvements take place at the regional and national level, taking into consideration the needs of regions and States.

1.3 Planning and implementation regional groups (PIRGs) are responsible for the regional level of the GANP. Based on regional operational needs, PIRGs will define regional planning and implementation priorities. States will develop national air navigation plans based on their operational needs, taking into consideration regional priorities.

2. DISCUSSION

2.1 GANP provides the framework to ensure global alignment on strategic directions with support provided to technical managers, and with implementation planning undertaken by regions. This allows each region to take into consideration their unique needs such as projected growth, traffic volume and operational environment of the region, as well as other factors including available resources, regional priorities and States' needs, in the planning of initiatives implementation.

2.2 This global-regional-national interaction means that different initiatives are prioritized globally and GANP is implemented at differing pace. The advantage of this approach allows flexibility and agility in implementation planning at the regional level. The downside is that as operational improvements are implemented at different timelines between the regions, interoperability of systems and harmonization of procedures across regions will be increasingly challenging.

2.3 PIRGs define their initiatives and deployment timelines differently to ensure fit-for-purpose for each region due to operational environment, needs, constraints and opportunities. There may also be variation between implementation plans and implementation progress. As a result, airspace users that operate through regional boundaries will likely experience interoperability and harmonisation challenges in future.

2.4 In addition, the evolution of the air navigation system is built on the notion of management by trajectory, which requires access to timely and accurately shared information. The approval by the Fourteen Air Navigation Conference on the recommendation to transit to Flight and Flow Information for a Collaborative Environment (FF-ICE) services by 2034 is a positive step. This represents an approach to implement an initiative within a stipulated timeline globally, which in turn facilitates stakeholders in each region in planning their respective implementation activities and monitoring of their implementation progress.

2.5 To further enhance interoperability and harmonisation, there should also be an approach between two or more neighbouring regions in defining cross-regional initiatives. This could entail:

- a) sharing of implementation plans of regions;
- b) sharing of implementation progress; and
- c) an analysis of the cross-regional needs which regions will then take into consideration in their implementation planning.

2.6 Going forward, there also needs to be enhanced clarity in the roles of the relevant stakeholders such as ICAO, PIRGs and States for the planning and implementation of initiatives across regions.

— END —