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Agenda Item 23: Global Aviation Safety and Air Navigation Plans

GLOBAL AIR NAVIGATION PLAN: REGIONAL IMPLEMENTATION

(Presented by the International Air Transport Association (IATA))

EXECUTIVE SUMMARY

The Global Air Navigation Plan (GANP) provides a strategic framework for advancing air traffic management and navigation systems worldwide. While its global objectives are well-defined, regional and local implementation remains challenging. This paper presents key challenges including infrastructure gaps, regulatory variations, and system interoperability, while also highlighting potential benefits including enhanced regional cooperation, environmental advantages, and increased airspace efficiency.

Strategic Goals:	This working paper relates to *Every Flight is Safe and Secure* and *Aviation is Environmentally Sustainable.*
Financial implications:	N/A
References:	Doc 10184, *Assembly Resolutions in Force (as of 7 October 2022),* Assembly Resolution A41-6 which endorsed the seventh edition of the Global Air Navigation Plan and Resolution A41-21 Doc 9750, *Global Air Navigation Plan*

1. INTRODUCTION

1.1 The Global Air Navigation Plan (GANP) is ICAO's highest air navigation strategic document and plan to drive the evolution of the global air navigation system. For States, it is considered a key planning tool for setting priorities to drive the evolution of the air navigation system.

1.2 In the context of setting the Long-Term Aspirational Goal (LTAG) that ICAO drives for the year 2050, operational enhancements such as, improvement in horizontal and vertical flight efficiency, and efficiency in ground operations play a critical role. The rate and extent of implementation of such operational measures will lead to a faster progress towards the net zero goal. However, the buy-in of all stakeholders across the supply chain, as well as the required investment, especially in ground and airborne systems and technologies is required.

1.3 To deliver the technological, operational and infrastructure improvements within the Aviation System Block Up-grades (ASBU) framework, Specific, Measurable Achievable, Relevant and Time-bound (SMART) policies and regulations will be required at regional, and national levels. While every state is different and will have their unique national needs, policies should ensure cross-regional interoperability. Aviation is inherently global, so the efforts to develop suitable and sustainable policies should embrace its global dimension and follow harmonization as their guiding principle.

2. DISCUSSION

2.1 The ASBUs were designed to be a pragmatic framework that provides a set of air traffic management solutions or upgrades, takes advantage of current equipage, establishes a transition plan, and enables global interoperability. However, there is still divergence with the implementation of air traffic management solutions or upgrades, often due to varying interpretations of the guiding principles.

2.2 Regulations, certifications, standards, and tools should be interoperable and function harmoniously to achieve a globally sustainable air traffic management (ATM) system. This requires the GANP framework to be used, and studies to be documented to trace operational benefit to any new technological solution. Implementation or modernization of ATM programs should be driven by a validated and agreed-upon ATM operational requirements.

2.3 A lack of coordination between States within a region, mixed flight capabilities and widely variable separation standards contribute to the inefficient management of air traffic flows. The last ICAO Air Navigation Conference resulted in Recommendation 3.1/1 – Project 30/10 - Optimized implementation of longitudinal separation minima. This recommendation is a step towards harmonizing implementation and fostering intra-State coordination and collaboration.

2.4 In addition to the global framework under GANP and LTAG there needs to be shift in policy making at national level. There is often a lack of political will to improve ATM in a way that is cost effective and sustainable. The role of ATM in achieving Net Zero should be a pillar in discussions with policy makers at regional and national levels.

2.5 Regional ATM programs should use the ASBU blocks as enablers to ATM improvements and operational enhancements. A proven overall cost benefit of new technology or upgrade before moving forward to implementation should be considered as a pre-requisite.

2.6 Operational improvements should be driven by benefits and aligned with user requirements. To that effect, IATA has developed the User Requirements for Air Traffic Services Vol I which includes the airline view for each operational concept, as well as the User Requirements for Air Traffic Services Vol II which focuses on Communication, Navigation, and Surveillance (CNS) technologies.

2.7 Developing knowledge at regional and local levels to ensure an understanding of the GANP guiding principles can be achieved through workshops organized in collaboration with industry. Such workshops should:

a) focus on national and region-specific traffic requirements and traffic growth;

b) consider cross-regional interfaces to ensure interoperability; and

c) promote the guiding principles for effective consultation with airspace users supported by comprehensive cost-benefit analysis to ensure transparency and collaborative decision-making.

2.8 IATA offers its support to ICAO to develop an outreach plan with a series of workshops to be developed at regional, and if necessary, national levels within the timeframe of 2026 and 2027.

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