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Agenda Item 23: Global Aviation Safety and Air Navigation Plans

DIFFICULTIES ENCOUNTERED BY STATES AND REGIONS IN IMPLEMENTING THE GLOBAL AIR NAVIGATION PLAN AS UPDATES ARE MADE, AND SUGGESTION OF ACTIONS

(Presented by the Agency for the Safety of Air navigation in Africa and
Madagascar (ASECNA) on behalf of its Members States².)

EXECUTIVE SUMMARY

The purpose of this Information Paper is to share with the Assembly, on the one hand, the difficulties encountered by many States and regions in fully understanding the Global Air Navigation Plan (GANP) and its updates, and in effectively using its content for their air navigation systems and services planning needs, and, on the other hand, suggestion of courses of action which, if taken into consideration by ICAO and all other GANP stakeholders, could effectively contribute to resolving the difficulties listed and meeting all expectations associated with the establishment of such a strategic document.

<i>Strategic Goals:</i>	This working paper relates to <i>Every Flight is Safe and Secure, Seamless, Accessible, and Reliable Mobility, Aviation is Environmentally Sustainable, Economic Development and No Country Left Behind.</i>
<i>Financial implications:</i>	No specific financial assessment
<i>References:</i>	Doc 9750, <i>Global Air Navigation Plan – Fifth edition</i> Doc 9750, <i>Global Air Navigation Plan – Sixth edition</i> Doc 9750, <i>Global Air Navigation Plan (GANP Portal) – seventh edition</i> Doc 10209, <i>Report of the Fourteenth Air Navigation Conference</i> (and Supplement No. 1) Doc 10184, <i>Assembly Resolutions in Force (as of 7 October 2022)</i>

¹ English and French versions provided by ASECNA.

² Benin, Burkina Faso, Cameroon, Central African Republic, Chad, Comoros, Congo, Côte d'Ivoire, Equatorial Guinea, France, Gabon, Guinea-Bissau, Madagascar, Mali, Mauritania, Niger, Rwanda, Senegal, Togo.

1. INTRODUCTION

1.1 The ICAO Assembly agreed at its 39th Session to extend the life cycle of the Global Air Navigation Plan (GANP) by conducting minor updates every three years and major updates every six years, as appropriate, in order to provide stability.

1.2 The fifth edition of the GANP was approved by the ICAO Assembly at its 39th session in 2016, with major changes made.

1.3 The sixth edition of the GANP, approved by the Assembly at its 40th Session, was a major update and included the transition from a paper format to a web-based format known as the GANP portal.

1.4 During its 41st Session in 2022, the ICAO Assembly approved the seventh edition of the GANP with minor changes.

1.5 The eighth edition of the GANP, approved by the ICAO Council in July 2025, includes major changes and incorporates the vision set out in the ICAO Strategic Plan 2026-2050, approved by the Council on November 1, 2024.

1.6 It must be noted that, from the fifth edition approved in 2016 to the seventh edition approved in 2022, most States and Organizations, and more particularly States in the Africa-Indian Ocean Region, have encountered difficulties in implementing the provisions of the GANP and cope with the pace of the changes made in successive editions of this important planning document.

2. DIFFICULTIES ENCOUNTERED IN IMPLEMENTING THE GANP

2.1 With the aim of bringing stability to the Global Air Navigation Plan (GANP), the ICAO Assembly decided at its 39th Session to extend the update cycle for this Plan by conducting minor updates every three years and major updates every six years, as appropriate.

2.2 The fifth edition of the Global Air Navigation Plan, approved by the ICAO Assembly during its 39th Session in 2016, introduced major changes compared to the previous edition. These changes included the introduction of the Aviation System Block Upgrade Framework (ASBU) with associated technology roadmaps.

2.3 The incorporation of these changes from the fifth edition of the GANP into both regional air navigation plans and national plans took a long time due to the lengthy process of getting the various stakeholders to properly understand and embrace the ASBU concept and methodology.

2.4 Through various training and awareness-raising activities organized by ICAO Regional Offices, most States and Organizations had successfully adopted the ASBU framework defined in the fifth edition of the GANP. This lengthy process, the duration of which varied depending on the region, made it possible to classify ASBU modules according to regional priorities and needs, and resulted in the updating of regional air navigation plans and their incorporation by States and organizations into their local air navigation strategies.

2.5 Six years later, in 2022, just as regions were beginning to implement the changes in the fifth edition of the GANP at the operational level, the sixth edition was approved and came into force, with major changes, including the transition from a paper format to a web-based format known as the GANP portal.

2.6 Indeed, the sixth edition of the GANP saw significant changes in the structure of the ASBU framework and the introduction of new ASBU elements, requiring the implementation of a new process, which took varying amounts of time to be adopted depending on the region, leading to the updating of regional and national strategic plans in the field of air navigation. This process is still ongoing within many States in AFI Region.

2.7 With the minor changes adopted in the Seventh Edition of the GANP and the prospect of an Eighth Edition incorporating major changes to take into account, in particular, the ICAO Strategic Plan 2026-2050, it is necessary to consider a GANP update cycle that allows Organizations, and regions to appropriately embrace and effectively implement the changes made in the GANP, while aligning with the deadlines associated with the ASBU blocks that are elected for implementation in their region.

2.8 It therefore seems necessary to consider defining an update cycle that also takes into account the time needed by regions and States, as well as users of the air navigation system, for the planning, acquisition, and implementation of systems and services at the regional and national levels. The definition of the cycle should consider the time required for the appropriation, maturation, and amortization phases when technological developments occur to support the operational improvements pursued in the plans.

2.9 Furthermore, in most cases, the development and publication of regional and national air navigation plans consistent with the GANP remains a challenge for States and regions due to the lack of practical technical guidance to assist them in developing such plans. To address this situation, ICAO's efforts should also be directed towards providing guidance and tools to assist and guide States and regions in their work to develop regional and national plans. To this end, ICAO could facilitate the establishment of a digital platform for the voluntary sharing of experiences, where templates and models for regional or national air navigation plans would be available to serve and support regions and states that may need them.

3. CONCLUSION

3.1 Despite the extension of the life cycle of the GANP, many States and regions are still experiencing difficulties in implementing the GANP at the pace of changes made in the successive editions, resulting in persistent disparities noted between regions as well as between States within the same region in terms of appropriately develop the planning documentation for their air navigation system and services.

3.2 This challenge could be addressed through effective and practical of actions that meet the needs of the concerned States and regions. Suggested actions could include:

- a) Recognizing the difficulties encountered by States and regions in implementing the Global Air Navigation Plan due to the frequency with which it is updated;

- b) Providing, through the appropriate ICAO mechanisms, the necessary support to Member States and regions that help them have a better clarity and understanding of the changes made in each new edition of the GANP and take them into account in the development and implementation of their national air navigation plans;
- c) Consider defining an update cycle that also takes into account the time needed by regions and States, as well as users of the air navigation system, for the planning, acquisition, and implementation of systems and services at the regional and national levels;
- d) Encouraging States, regional groups and industry to collaborate with ICAO and its relevant expert groups in implementing appropriate platforms, including an online framework for the voluntary sharing of experiences, templates and models for regional and national air navigation plans to support regions and States that may need them for the development of their own air navigation plans.

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