



International Civil Aviation Organization

WORKING PAPER

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ASSEMBLY — 42ND SESSION

TECHNICAL COMMISSION

Agenda Item 23: Global Aviation Safety and Air Navigation Plans

APPROPRIATE TIMEFRAMES TO DEVELOP A PLANNING METHODOLOGY AND IMPLEMENT THE TECHNICAL AND OPERATIONAL SOLUTION REQUIREMENTS SET OUT IN AIR NAVIGATION PLANS

(Presented by Peru and supported by LACAC Member States²)

EXECUTIVE SUMMARY

This working paper analyzes Peru's challenges in aligning its National Air Navigation Plan to the Global Air Navigation Plan (GANP), taking into account that its plan is based on the 6th Edition of the GANP, while ICAO has already approved its 7th Edition and this Assembly will consider the endorsement of the 8th Edition.

Action: The Assembly is invited to:

- support the proposal herein to extend the timeframes for updating national plans to enable an efficient, harmonized and interoperable implementation of Aviation System Block Upgrade (ASBU) elements in coordination with the State's aviation community and the national and international industry; and
- request ICAO to intensify its efforts to provide GANP documentation in ICAO'S six official languages.

<i>Strategic Goals:</i>	This working paper relates to <i>Every Flight is Safe and Secure</i> .
<i>Financial implications:</i>	The implementation of new air navigation technologies and/or improvements has significant financial implications for administrations in terms of personnel, training, manuals, procedures, etc.
<i>References:</i>	Annex 19 — <i>Safety Management</i> Annex 10 — <i>Aeronautical Telecommunications</i> Doc 10140, <i>Assembly Resolutions in Force (as of 4 October 2019)</i> Doc 10115, <i>Report of the Thirteenth Air Navigation Conference</i> Doc 9750, <i>Global Air Navigation Plan</i> AN-Conf/14-WP/12, <i>The Eighth Edition of the Global Air Navigation Plan (GANP)</i>

¹ Spanish version provided by Peru.

² Belize, Bolivia (Plurinational State of), Cuba, Dominican Republic, Ecuador, El Salvador, Guatemala, Honduras, Jamaica, Mexico, Nicaragua, Paraguay and Uruguay

1. INTRODUCTION

1.1 The Global Air Navigation Plan (GANP) has significantly evolved from its earliest versions, particularly following the shift from the *Air Navigation Plan — Caribbean and South American Regions* (Doc 8733) to a modular approach based on block upgrades (ASBU). The 6th Edition of the GANP laid the foundations for the ASBU framework. However, the 7th Edition, adopted in 2019, introduced a more performance-oriented structure, incorporating technological improvements such as SWIM and flexible airspace management, as well as a strengthened alignment with the Global Aviation Safety Plan.

1.2 The 39th Session of the ICAO Assembly agreed to the expansion of the GANP lifecycle through three-year minor and six-year major updates, as relevant, to provide stability.

1.3 The draft 8th Edition, to be considered by the 42nd Assembly, proposes an increased focus on operational resilience, ATM digitalization and alignment with the Sustainable Development Goals, including the introduction of new indicators. These constant updates are challenging for States like Peru, which need to adapt their national plans within increasingly shorter timeframes and are limited in their ability to carry out all the relevant activities every three years.

1.4 The GANP provides a strategic and technical framework to guide States in the evolution of their air navigation systems. Regular GANP updates seek to incorporate technological innovations and respond to the evolution of global air traffic. However, States such as Peru face institutional and technical challenges that hinder the timely update and implementation of new GANP versions, thus creating a gap in relation to global goals.

2. DISCUSSION

2.1 Considerations regarding the frequency of amendments: GANP, regional plan and national plan

2.1.1 Peru published its National Air Navigation Plan (NANP) in 2018 based on the 6th Edition of the GANP. An update was planned for 2025 to incorporate the guidelines of the 7th Edition. However, by the time it is published, it will already be outdated relative to the 8th Edition.

2.1.2 While the 7th Edition of the GANP was presented to the 41st Assembly with minor updates, the 8th Edition amendment introduces new environmental metrics related to the Long-Term Aspirational Goal (LTAG) and to safety aspects, as well as new resilience considerations. In addition, the GANP performance framework has been enhanced to facilitate implementation. These changes should not be considered minor.

2.1.3 Due to the frequency of GANP updates (2013, 2016, 2019 and this year's new edition), Peru finds it challenging to comply with the national review cycle, which typically takes 4 to 6 years, considering administrative procedures, stakeholder consultation and coordination with the air navigation service provider.

2.2 NANP implementation aspects

2.2.1 Another important aspect is the scarcity of human resources with the required air navigation knowledge and expertise. CAA personnel involved in this process also perform other duties and do not work on it on a full-time basis.

2.2.2 Once planning is completed, the staff carry out dissemination activities and produce various documents to support implementation. Their responsibilities span multiple areas, including new technologies, project management methodologies and use of indicators, and, in many cases, they also lead contact groups to achieve a safe, harmonized, and interoperable implementation in collaboration with the ANSP and the industry at large.

2.2.3 Each new version of the GANP requires a review of various aspects of regional, national and institutional plans, including:

- a) *Planning phase.* When a new edition of the GANP is adopted, it is circulated to all Member States in their respective languages, accompanied by the relevant rationale for each amendment. Then, the regional offices organize workshops to disseminate the changes and ensure they are understood by the designated authorities of each State, who in turn relay the information to their CAAs, air navigation services providers, air operators and the wider aviation community. Once this is accomplished, it is the responsibility of each State's aviation community to collaboratively amend the national plans as appropriate.
- b) *Implementation phase.* The goal of this phase is the implementation of the relevant ASBU modules. Each new ASBU block entails a review of the regional, national and institutional plans, including:
 - 1) dissemination of update plans;
 - 2) CNS/ATM system procurement;
 - 3) specialized technical training;
 - 4) development of procedures and manuals;
 - 5) regulatory and operational adjustment; and
 - 6) review of letters of agreement.

2.2.4 The GANP and ICAO aim to ensure interoperability of Communications, Navigation and Surveillance/Air Traffic Management (CNS/ATM) technologies for air traffic management. However, frequent GANP updates prevent States and regions from adapting their air navigation plans and achieving harmonized and interoperable implementation, which is contrary to the core principles of the Global Air Navigation Plan and the *No Country Left Behind* initiative.

2.3 **Equitable Access to Information for All States – Information languages**

2.3.1 At previous Assemblies, some States—for example, Saudi Arabia on behalf of the Arab Civil Aviation Organization (ACAO) States in A41-WP/148—highlighted that it is crucial for GANP

updates to be supported by guidance material and case studies to allow for adequate planning and, in particular, to ensure proper implementation at the regional and national levels.

2.3.2 It is important to note that, even today, much of the information on the GANP website is available only in English. This poses a challenge for non-English-speaking countries, especially regarding new technologies, terms, concepts and definitions.

3. CONCLUSION

3.1 The Assembly is invited to consider the feasibility of extending the GANP update timeframes to allow ICAO, through its relevant bodies, sufficient time to prepare supporting documentation in all ICAO official languages. This would enable regional offices to effectively disseminate the materials to States, which can then incorporate the GANP into their national planning through collaboration with the aviation community, thus ensuring proper implementation.

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