



Agenda Item 2: Global and regional context

EIGHTH EDITION OF THE GLOBAL AIR NAVIGATION PLAN

(Submitted by the Secretariat)

SUMMARY

This paper analyzes the main modifications introduced in the 8th GANP. Editing and proposing actions to ensure its proper consideration within the planning and implementation activities of the SAM Region.

Reference

- Outcomes of ICAO's 42nd Assembly
- GANP Portal – ICAO Doc 9750

1. Background

1.1 The 42nd ICAO Assembly reviewed and adopted the eighth edition of the Global Air Navigation Plan (GANP), approved by the Council in July 2025. This edition incorporates significant changes aimed at responding to the new challenges of global aviation, including environmental sustainability, operational resilience, the integration of new airspace users and the responsible application of artificial intelligence.

1.2 It also reinforces the role of regional and national air navigation plans as essential instruments for the implementation of the global strategy.

1.3 This paper analyzes the main modifications introduced in the GANP and proposes actions to ensure that they are adequately considered within the planning and implementation activities of the SAM Region.

2. Analysis

2.1 The ICAO Assembly established a cycle of updating the GANP based on major revisions every six years and minor updates every three years. The eighth edition constitutes a major update to the Global Air Navigation Plan and reflects the priorities set by the 41st ICAO Assembly and the ICAO Strategic Plan 2026-2050.

2.2 GANP continues to be the main global guidance document for the evolution of the air navigation system, providing the strategic and technical framework necessary to achieve a safe, efficient, sustainable and interoperable global system.

Main changes incorporated in the eighth edition of the GANP

2.3 Global Strategy Update

2.3.1 The eighth edition incorporates two new strategic challenges:

- a) Supporting climate goals through innovation and efficiency.
- b) Maintain operational performance with greater resilience in the face of disruptive events.

2.3.2 It also updates performance objectives to explicitly include:

- a) the reduction of environmental impacts through operational improvements;
- b) the reduction of local effects related to noise and air quality;
- c) strengthening the resilience of the air navigation system.

2.3.3 Integration of new airspace entrants. - The GANP recognizes the need to safely and efficiently integrate new airspace users, including:

- a) electric aircraft;
- b) vertical take-off and landing aircraft;
- c) unmanned aircraft systems;
- d) airships and balloons;
- e) new operations at different altitude levels.

2.3.4 Artificial Intelligence. - The strategy incorporates the United Nations ethical principles for the use of Artificial Intelligence, recognizing its growing use in advanced decision-support tools within aviation.

2.4 Updating the global technical level

2.4.1 The eighth edition updates:

- a) the GANP performance framework;
- b) the Aviation System Block Improvements (ASBU) framework;
- c) the correlation between the ASBU elements and the conceptual roadmap of the GANP, strengthening the link between the strategic and technical levels.

Implications for the SAM Region

2.5 The new edition of the GANP reinforces the performance-based approach to the planning and execution of operational improvements, in line with the initiatives currently developed by the SAM Region in the areas of air traffic flow management (ATFM), trajectory-based operations, information exchange and ATM modernization.

2.6 The inclusion of objectives associated with environmental sustainability and operational resilience will require regional planning mechanisms to consider performance indicators related to environmental efficiency and operational continuity.

2.7 The GANP highlights the importance of National Air Navigation Plans (NANPs) as key instruments for materializing global and regional priorities. In this regard, the States of the SAM Region should continue to develop or update their respective national plans in coordination with the regional mechanisms established by GREPECAS and SAMIG.

2.8 ICAO has noted that one of the greatest difficulties in implementing the GANP is the lack of synchronization between the global, regional and national levels. Therefore, the SAM Region should strengthen the alignment between regional initiatives and future developments of the ninth edition of the GANP.

2.10 Proper consideration of these changes will enable the SAM Region to maintain alignment with ICAO's global objectives and support the harmonized implementation of operational improvements at the regional and country levels.

3.1 Meeting is invited to:

- a) Take note of the changes made in the eighth edition of the GANP;
- b) to analyse the impact of these changes on the work programmes and regional plans of the SAM Region;
- c) promote the development and updating of the National Air Navigation Plans (NANP) in harmony with the GANP and the Regional Air Navigation Plan CAR/SAM; y
- d) Formulate the conclusions and actions it deems pertinent.

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