



- Agenda Item 1: Follow up to conclusions and decisions adopted by SAM/IG meetings, results of the thirty-eighth session of the ICAO Assembly (A38) and thirteenth meeting of Civil Aviation Authorities of the SAM Region (RAAC/13) and progress made in the development of the new electronic Air Navigation Plan (e-ANP)**

Progress made in the development of the new electronic Air Navigation Plan (eANP)

(Presented by the Secretariat)

SUMMARY	
This paper presents the progress achieved in the development of the new Regional Air Navigation Plan Template and the Action Plan for the development of the eANP.	
REFERENCES	
- ICAO Twelfth Air Navigation Conference (AN-Conf/12)	
<i>ICAO strategic objectives:</i>	<i>A - Safety. B - Air navigation capacity and efficiency.</i>

1. Background

1.1 The ICAO 12th Air Navigation Conference (AN-Conf/12) agreed to Recommendation 6/1 (*Regional performance framework – planning methodologies and tools*) regarding the alignment of regional Air Navigation Plans (ANP) with the Fourth Edition of the Global Air Navigation Plan (GANP) (Doc 9750).

1.2 ICAO Headquarters established a Secretariat Working Group, composed of a representative from each Regional Office and ICAO Headquarters, to prepare an action plan and monitor the review/development of the ANP/eANP project, inter alia, to make proposals for changes to the Regional Air Navigation Plans (ANP) which included the development of a new structure, format and content of the ANP. The Terms of Reference (TOR) of the eANP Working Group (eANP WG) are as at **Appendix A** to this working paper.

2. Discussion

2.1 The eANP WG had two face-to-face meetings (Paris, France, 4-8 February 2013; and Montreal, Canada, 18-22 November 2013), four Teleconferences of its Steering Committee (SC) (25 March, 3 June, 27 August and 31 October 2013) and one Teleconference of the whole WG members (5 September 2013).

2.2 At its first meeting, (4 to 8 February 2013), the eANP WG agreed on the objective and scope/purposes of the ANP as follows:

- The Regional Air Navigation Plan provides for the planning and implementation of air navigation systems within a specified area, in accordance with the agreed global and regional planning framework.
- The development and maintenance of the Regional Air Navigation Plans is undertaken by ICAO Planning and Implementation Regional Groups (PIRGs) with the assistance of the ICAO Secretariat.
- It is used as a repository Document for the assignment of responsibilities to States for the provision of air navigation facilities and services within a specified area in accordance with Article 28 of the Convention on International Civil Aviation (Doc 7300).
- It contains requirements related to the facilities and services to be implemented by States in accordance with regional air navigation agreements. The procedural parts of Regional Air Navigation Plans are published in the ICAO Regional Supplementary Procedures (Doc 7030). They are developed to meet those needs of specific areas not covered in the worldwide provisions.
- It contains recommendations that States can follow in programming the provision of their air navigation facilities and services, with the assurance that facilities and services furnished in accordance with the plan will form with those of other States an integrated system adequate for the foreseeable future.
- It may serve as a legal basis for air navigation services charges which are levied for services provided or made available to users, in accordance with ICAO's Policies on Charges for Airports and Air Navigation Services (Doc 9082) and ICAO Manual on Air Navigation Services Economics (Doc 9161).
- It contains the regionally agreed Aviation System Block Upgrades (ASBUs) modules applicable to the specified ICAO region aimed at increasing capacity and improving efficiency of the aviation system whilst maintaining or enhancing safety level, and help achieve the necessary harmonization and interoperability at regional and global level.
- It supports the performance-based approach to planning adopted by ICAO to measure the efforts made by States in implementing the agreed requirements.

2.3 A revised structure, format and Table of Contents of the eANP was agreed. The eANP would be composed of three volumes:

- **Volume I** should contain stable plan elements whose amendment necessitated approval by the Council and these elements be related to:
 - assignment of responsibilities;
 - mandatory requirements subject to regional agreement; and/or
 - additional requirements specific to the region which are not covered in SARPs.

Note. The following is a non-exhaustive list of such elements:

- Flight Information Regions (FIR) boundaries (Table and Charts);
 - Search and Rescue Regions (SRR) boundaries (Table and Charts);
 - Volcanic Ash Advisory Centres (VAAC);
 - Tropical Cyclone Advisory Centres (TCAC);
 - Volcano Observatories (VO).
- **Volume II** should contain dynamic plan elements whose amendment did not necessitate approval by the Council and these elements be related to:
- assignment of responsibilities;
 - mandatory requirements subject to regional agreement; and/or
 - additional requirements specific to the region which are not covered in SARPs.

Note.- The following is a non-exhaustive list of such elements:

- Major traffic flows;
 - ATS route network;
 - Meteorological Watch Offices (MWO);
 - Secondary Surveillance Radar (SSR) codes;
 - Five-letter name-codes;
 - VOLMET Broadcasts.
- **Volume III** should contain dynamic/flexible plan elements whose amendment would not be subject to a formal application of the procedure for amendment of the ANP. These elements are related to the implementation of certain air navigation systems, based mainly on the ASBU modules endorsed at regional or sub-regional level.

2.4 The general structure of the technical Parts of Volume I and II (AOP, CNS, ATM, MET, SAR and AIM) would consist of:

- Introduction;
- General Regional Requirements; and
- Specific Regional Requirements.

2.5 It is to be noted that the Section “General Regional Requirements” would be harmonized for all Regions. Accordingly, an amendment of the provisions (text and table templates) in “General Regional Requirements” would lead to amendment of the eANP of all Regions.

2.6 The final versions of Volumes I and II Templates were endorsed at the eANP WG/2 meeting (18-22 November 2013). It is to be highlighted in particular, that with regard to the table/database on ATS Routes, it was agreed that the PIRGs would decide on the need for a table/database and/or chart on ATS Routes for their Region and on the associated mechanisms for maintaining this table/database specific regional requirements. It is also to be noted that the amendment of the table/database would not necessitate approval by the Council.

2.7 The eANP WG agreed that the information contained in Volume III would be related to implementation monitoring, planning and/or guidance. The structure of Volume III would be kept simple, consisting of:

- Part 0 – Introduction;
- Part I - General Planning Aspects (GEN); and
- Part II – Air Navigation System Implementation.

2.8 The eANP WG developed a Table for inclusion in Part I of Volume III to define a minimum set of High-Level Implementation Indicator(s), based on the SMART criteria (Specific, Measurable, Achievable, Relevant and Time bound), for each of the 18 ASBU Block 0 Modules and to include other information as deemed necessary, for use by all ICAO Regions. It was underlined that the details related to the monitoring of the ASBU Modules, including the design of supporting enablers (tables/databases) would be left to the Regions/PIRGs.

2.9 The eANP WG developed draft ASBU implementation Templates for B0-DATM, B0-AMET, B0-FICE and B0-FRTO as samples that could be used by Regions/PIRGs for inclusion in Part II (Air Navigation System Implementation) of Volume III.

2.10 The eANP WG reviewed and endorsed a revised procedure for amendment of the eANP which described the process of maintenance of the eANP using a web based platform. It is to be noted that the current Council-approved procedure for amendment of the Basic ANP (with minor changes) would be applicable to the new Volume I and the current amendment procedure of the FASID (with minor changes) would be applicable to Volume II. The management and amendment of Volume III would be under the responsibility of the PIRGs. Nevertheless the amendment of Parts 0 and I of Volume III should go through an inter-regional coordination mechanism.

2.11 The endorsement of the ANP Template by the Council, which includes the new procedure of amendment of the eANP, is the most important milestone in this process. The approval of the eANP of each Region, based on the approved ANP Template, would be accomplished in accordance with the procedure for amendment.

2.12 Concerning the development of the eANP on a web based platform, the eANP WG agreed on the minimum specifications required for the eANP web based platform. The public would be given read-only access to the eANPs of all Regions and focal points designated by States and International Organizations would be given access to develop and submit proposals for amendments to the relevant eANP of the Regions concerned.

2.13 It is to be noted that access to the eANP through the web based platform would facilitate the consultation of the Air Navigation Plans of all regions, thus providing a global view of air navigation planning. The new approach in Volumes II and III of the eANP would allow significant flexibility for States to plan whilst increasing the possibility to enhance coordination, particularly for States in the interface area with adjacent Regions.

3. **Review of ICAO documentation referring to regional ANPs**

3.1 The eANP recalled that, upon the approval of the ANP template by the Council, consequential changes would be required to existing ICAO documentation referring to Regional ANPs to ensure harmonization. It is expected that the Secretariat would conduct this work.

4. **Suggested action**

4.1 The Meeting is invited to note the work done in developing the new Regional Air Navigation Plan and recommend the designation of a State Focal Point to coordinate with ICAO SAM Office the provision of data to be requested to develop the new eANP.