



Agenda Item 1: Follow-up to the implementation of national air navigation plans

**IMPLEMENTATION OF NATIONAL AIR NAVIGATION PLANS ALIGNED WITH THE
CAR/SAM E-ANP AND THE SIXTH EDITION OF THE GANP**

(Presented by the Secretariat)

SUMMARY	
This working paper presents the status of national air navigation plans in SAM States. It also contains a recommendation to review, update and align the CAR/SAM e-ANP with the sixth edition of the GANP, which will serve as the basis for the drafting, review and alignment of national air navigation plans to the CAR/SAM e-ANP and the sixth edition of the GANP.	
References	
<ul style="list-style-type: none">• Doc 9750 – Global Air Navigation Plan (GANP)• Doc 9854 – Global ATM Concept• SAM performance-based air navigation plan• Report of the Fourth meeting of the Programmes and Projects Review Committee (Lima, 12-14 July 2016)• Report of the Thirteenth Air Navigation Conference (AN/Conf-13), Montreal, Canada, 9-19 October 2018	
ICAO strategic objectives:	<i>A – Safety</i> <i>B- Capacity and efficiency</i> <i>E- Environmental protection</i>

1. Introduction

1.1 The GANP offers a long-term vision to assist all aviation stakeholders and to ensure continuity and harmonisation of modernisation programmes.

1.2 The GANP defines the means and objectives through which the aviation stakeholders can anticipate and manage air traffic growth in an efficient manner, while maintaining or improving safety results proactively.

1.3 GREPECAS/15, through Conclusion 15/1, item b) requested States to develop their national performance-based air navigation plans.

2. Discussion

2.1 The GANP objectives have been developed based on extensive consultation with the stakeholders, and serve as the basis for harmonised global, regional and national activities. The aviation system block upgrades (ASBU) provide a consensus-based modernisation strategy for comprehensive performance-based planning.

2.2 The regional and national planning process must be aligned and used for identifying those elements that provide the best solution to the operational requirements identified, and for building a seamless system. Regional and national planning in alignment with the Global Plan should meet the objective set forth in Doc 9854: "Achieve an interoperable global air traffic management system, for all users during all phases of flight, that meets agreed levels of safety, provides for optimum economic operations, is environmentally sustainable and meets national security requirements".

2.3 The fifteenth meeting of GREPECAS, upon analysing this outlook, had formulated Conclusion 15/1, item b) as follows:

- b) States, Territories and International Organisations develop national performance-based plans, taking into account user requirements, in accordance with the regional performance objectives included in the Regional Air Navigation Plan. These national plans should include the identification of national performance objectives and the performance framework forms to be completed by all air navigation areas, such as ATM, CNS, AIM, MET and AGA/AOP.*

2.4 The Meeting will agree that, in order to achieve this objective, short-, medium- and long-term planning is very important. A national plan helps to organise the implementation process and to align national objectives with global and regional ones.

2.5 The SAM Region, taking into account the provisions of the third edition of the GANP and Doc 9854, adopted a performance-based approach to planning and implementation of air navigation systems, pursuant to GREPECAS Conclusion 15/1 – Development of regional and national performance-based plans. In 2011, the Twelfth meeting of Civil Aviation Authorities of the South American Region (RAAC/12) approved the SAM performance-based air navigation implementation plan (PBIP) through Conclusion 12/1.

2.6 Following the adoption of the fourth edition of the GANP, the SAM Region aligned the SAM-PBIP thereto, specifying that 15 of the 18 ASBU modules would be applicable to the Region.

2.7 The fourth meeting of the PPRC, through Decision 4/3, b), urged States to continue using the regional performance-based implementation plans (SAM-PBIP and RPBANIP) for the development of their national air navigation plans.

2.8 The Secretariat followed up on the development of the national air navigation plans and noted the following:

States	Have a national ANP	Under development	No information	Comments
Argentina		X		
Brazil	X			
Bolivia		X		
Chile	X			
Colombia	X			
Guyana		X		
Ecuador	X			
Panama			X	
Paraguay		X		
Peru			X	
Suriname		X		
Uruguay		X		
Venezuela	X			

2.9 In 2018, the Secretariat has provided assistance to three States for the drafting of their national ANPs, through workshops conducted in the States.

2.10 The Meeting should consider that the 40th ICAO Assembly would endorse the sixth edition of the GANP. Accordingly, the national ANPs should be reviewed and aligned to the new objectives set forth in the GANP in its sixth edition. Likewise, it should consider formulating a recommendation for States that have not yet completed their national ANPs to do their utmost in order to have this tool available to harmonise national ANPs and serve as the basis for the future Volume III of the CAR/SAM Regional Air Navigation Plan.

2.11 States should consider that, with the adoption of the sixth edition of the GANP, it will be necessary to review Volumes I and II of the CAR/SAM e-ANP to align them with this new version of the GANP.

2.12 States should use the templates that ICAO will develop for the national ANPs, pursuant to Recommendation AN/Conf-13 1.1/1 item h), for updating their national ANPs and aligning them with the CAR/SAM e-ANP and the GANP.

2.13 Taking into account this new version of the GANP and GREPECAS Conclusion 15/1, the following conclusion is submitted to the consideration of the Meeting:

Conclusion ANFS/6-XX: Drafting of national air navigation plans

That States:

- a) support the Secretariat in the drafting of Vol. III of the CAR/SAM e-ANP in relation to the SAM Region and the revision of Vol. I and II of the aforementioned document to align them with the GANP – sixth edition;
- b) that have not yet completed the drafting and approval of their national ANPs, do so and align them with the GANP initiatives, including the requirements for all the areas related to air navigation services;
- c) that already have a national ANP, align it to the GANP – sixth edition; and
- d) deliver the plans developed or updated to the Secretariat of the ICAO South American Regional Office by **30 September 2020**.

That the Secretariat:

- e) provide technical assistance to the States that so require for the development of the national ANPs.

3. Suggested action

3.1 The Meeting is invited to:

- a) take note of the information contained in this working paper;
- b) consider the activities set forth in item 2.11;
- c) consider the draft conclusion shown in item 2.13; and
- d) consider any other action it may deem appropriate.

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