



**Agenda Item 1: ANS context (ATM/CNS) Global and Regional level**

**a) Global Air Navigation Plan and Elaboration of Vol. III of the ANP CAR/SAM**

**ENDORSEMENT OF THE UPDATED GLOBAL AIR NAVIGATION PLAN (GANP)**

**(Presented by Uruguay)**

**SUMMARY**

This working paper presents the updated proposal in the key safety performance area of the GANP performance framework.

**References:**

- SAM/IG Meetings.
- Resolution A40-1: *ICAO global planning for safety and air navigation*
- Conclusion GREPECAS 19/05: *Completion of Volume III of the Regional Air Navigation Plan (ANP) CAR/SAM.*
- A41 WP/045: *A comprehensive strategy for Air Navigation.*

**1. Background**

1.1 Conclusion GREPECAS 19/05: Completion of Vol. III of the Regional Air Navigation Plan (ANP) CAR/SAM, the Secretariat and the States were invited to complete the preparation of Vol. III for the first half of 2022.

1.2 For the consideration of the ICAO Assembly at its 41st session, a seventh edition of the GANP was presented with minor but very significant changes for the Uruguayan State, as well as for the rest of the Region.

**2. Analysis**

2.1 The ICAO CAR/SAM region is working on a pilot project to formulate Vol. III of the Regional Air Navigation Plan identifying challenges in common.

2.2 The need for a performance-based air navigation system, related to the areas of capacity and efficiency, was established while recognizing operational safety as one of the fundamental principles of performance.

2.3 From the beginning Uruguay considered to ensure the adoption of an integrated approach to performance management; providing the need for a link between the GANP and the GASP in order to maintain a strong air navigation system, dependent on two key aspects: the provision of essential air navigation services (BBB) and the supervision of such services.

2.4 The seventh edition of the GANP is focused on the global technical level and updates

the key area of safety performance as well as the process for keeping it up to date. It proposes minor updates to the BCBs, with the Protocol Questions (PQ), and the Aviation System Block Improvements (ASBU) framework.

2.5 In the proposed safety performance framework, a very general common ambition for performance is identified, as well as key areas, performance objectives and key performance indicators (KPIs) covering all aspects of the aviation system, so that the GANP can consider safety in an integrated manner within its other 10 KPAs.

2.6 At the same time, the need to deepen coordination between the GANP and GASP plans is underlined, in view of the fact that the amendment provides common safety terminology for both plans, which would promote beneficial uniformity. For more details you can visit the following link:

<https://www4.icao.int/ganportal/GIPEGSafetyPerformanceFrameworkAnalysis>

### 3. **Suggested actions**

3.1 The Meeting is invited to:

- a) Consider the information regarding the GANP 7<sup>th</sup> Amendment based on safety performance, performance objectives and key performance indicators (KPIs) in the Pilot Project for the formulation of Vol. III of the Regional Air Navigation Plan; and
- b) request ICAO SAM office to continue with the training for the Elaboration of Vol. III of the ANP CAR/SAM, considering the proposed changes