



Agenda Item 5A: Effectiveness of plans

**ACTIONS TO DEVELOP VOLUME III OF THE CAR/SAM REGIONAL
AIR NAVIGATION PLAN**

(Presented by the Secretariat)

SUMMARY

This working paper presents the status of development of Volume III of the CAR/SAM RANP, with emphasis on the implementation of GREPECAS Conclusions 21/04, 21/05, 22/18 and Decision 21/05 and the work required on key performance indicators (KPIs). It analyses the difficulties in organizing data reception, processing and management to obtain KPI indicators. States should strengthen their commitment and prioritize the participation of their multidisciplinary air navigation planning teams in the activities programmed by the Secretariat for the implementation and follow-up of GREPECAS conclusions and decisions on this matter. The 8th Edition of the GANP to be approved this year brings new challenges for its implementation.

References:

- Doc 9750, Global Air Navigation Plan (GANP)
- CAR/SAM Regional Air Navigation Plan (RANP)
- GREPECAS meeting reports

**ICAO strategic
objectives:**

- Air navigation capacity and efficiency
- Economic development of air transport
- Environmental protection

1. **Introduction**

The Regional Framework for Air Navigation and its Evolution

1.1 To improve the planning and development of air navigation in the regions, an updated framework was established that organizes the Regional Air Navigation Plans (RANPs) into three volumes, ensuring better alignment with the global evolution of the aviation system.

1.2 Since 2014, the RANP has been structured as follows:

Volume I: Defines stable elements and responsibilities of States in the provision of aerodrome services, air navigation and other regional requirements that require approval by the ICAO Council.

Volume II: Contains dynamic elements subject to regional agreements, allowing for more agile adjustments in the allocation of responsibilities and specific requirements without the need for Council approval.

Volume III: Provides a flexible roadmap for the implementation of improvements in air navigation systems, guiding States in their modernization and adaptation to operational needs.

1.3 This approach allows the region to have an adaptable, efficient framework aligned with the strategic objectives of global aviation, facilitating decision-making and project execution with greater clarity and predictability. (See **Appendix A** for more details)

2. Discussion

Progress in the Management of Volume III of the Regional CAR/SAM Air Navigation Plan

2.1 The evolution of Volume III of the RANP CAR/SAM has been a priority topic in recent GREPECAS meetings, with the aim of strengthening strategic planning and modernization of air navigation in the region. See **Appendix B** containing the conclusions and decisions of GREPECAS on this matter.

2.2 In GREPECAS/21 (November 2023), Conclusion 21/04 was adopted, which sets out key actions to ensure the progress of Volume III, including:

- **Priority in human resources:** States are urged to designate permanent task forces for the management of Volume III and the monitoring of key performance indicators (KPIs).
- **Collaborative Decision Making:** The need for CDM (Collaborative Decision Making) processes that involve all stakeholders in the planning and implementation of improvements is emphasized.
- **Efficient data management:** Effective coordination between planning authorities and data providers is required to ensure accurate and timely collection of KPIs in Volume III Planning Tables.
- **Support from ICAO Regional Offices:** The importance of the CAR/SAM PNA as a tool to achieve cost-effective and interoperable implementations, aligned with the development objectives of each State, is reinforced.
- **Airspace assessment:** The analysis of the impact of CAR/SAM regional planning on the structure of airspace is encouraged, as well as the incidence of new concepts implemented in the NAM Region.

2.3 As part of this effort, GREPECAS/21 also approved version 0.1 of Volume III of the RANP, available at the following link:

<https://www.icao.int/NACC/Documents/eANP/CARSAM-ANPvol-III-ver0.1.pdf>

Emphasis on Key Performance Indicators – KPIs

2.4 Volume III of the Regional Air Navigation Plan (RANP) is critical because it provides flexible and dynamic guidance for the implementation of improvements to the region's air navigation systems. Unlike Volumes I and II, which set out specific responsibilities and requirements, Volume III allows States and stakeholders to identify gaps and ambitions for improvement, to plan and implement the implementation of technological and operational elements in a coordinated manner, ensuring a harmonious evolution of the system.

2.5 The emphasis on Key Performance Indicators (KPIs) within Volume III responds to the need to objectively measure progress in the modernization of air navigation. KPIs make it possible to evaluate the efficiency, capacity, security and interoperability of the improvements implemented, facilitating the identification of gaps and opportunities for optimization. In addition, by being aligned with the objectives of the Global Air Navigation Plan (GANP), KPIs ensure that progress in the region is in sync with the global evolution of aviation.

2.6 In this regard, Volume III and its performance-based approach provide States with an essential tool to make informed strategic decisions, optimize resources, and ensure that improvements in air navigation effectively contribute to the sustainability and efficiency of the sector. In sum, the advancement of Volume III is key to optimizing operational efficiency, improving interoperability, and ensuring that air navigation in the region follows an orderly path to modernization.

2.7 The GREPECAS/22 Meeting adopted Conclusion 22/2, calling on States in the CAR/SAM region, together with ANSPs, airports, airlines and international organizations, to supplement the Tables in Volume III of the RANP with Key Performance Indicator (KPI) data. The aim is to prioritize and harmonise the management of these indicators in line with the progress of the working groups in charge of the regional implementation of air navigation, with the aim of consolidating these efforts before GREPECAS/23.

2.8 As a complement to this initiative, Conclusion 22/18 was adopted, which establishes the creation of the Ad Hoc Group on Performance Indicators of the GANP (KAHG), with the following strategic tasks:

- **Development of regional guidelines:** Develop standardized guides and training materials on KPI methodology, data collection and management.
- **Progressive implementation plan:** Design a roadmap with clear priorities and necessary resources, aligned with the progress of the implementation groups.
- **Communication strategy:** Implement effective dissemination mechanisms, such as *dashboards*, to ensure visibility and efficient use of KPIs.
- **Regional/interregional benchmarking:** Promote the analysis of States' performance through benchmarking initiatives, promoting continuous improvement in air navigation management.

2.9 During 2024, the South American Regional Office has carried out various actions to support States in the development of Volume III of the RANP RAC/SAM, in coordination with the Regional Office of Mexico, given the interregional nature of this effort. A detail of these activities can be found in Appendix C of this paper.

2.10 For 2025, key events have been scheduled, including the Regional Air Navigation Plan (RANP) and National Plans (NANP) Follow-up Meeting and Recurrent Workshop on the Global Air Navigation Plan (GANP) (Virtual, May 6-9, 2025). In addition, the Secretariat will continue to provide direct assistance to States.

2.11 In terms of KPI management, Argentina, Brazil, Chile, and Peru have developed advanced capabilities for data collection and analysis, although the inclusion of information in the Volume III Tables is not yet uniform across the region. Bolivia and Ecuador have completed their KPI calculations, which will be incorporated into the next revised version of Volume III.

2.12 This process is key to consolidating data-driven planning, improving interoperability and ensuring that the modernization of air navigation in the region advances in a coordinated and effective manner.

Challenges in the Implementation of KPIs and the Advancement of National Air Navigation Plans (NANPs)

2.13 While some States in the SAM Region have made progress in the implementation of Key Performance Indicators (KPIs), others are still in a preparatory phase for the formulation of baselines. The degree of progress varies according to the capacity to acquire and manage the data required for the calculations, as well as due to resource constraints. Among the main challenges identified are:

- **Greater understanding of the ANP CAR/SAM:** It is crucial to strengthen knowledge about the importance of the Regional Air Navigation Plan (ANP CAR/SAM) as a global strategic planning tool, key to the definition of international responsibilities and the substantiation of aeronautical charges.
- **Cooperation between national entities:** In several States, coordination between the air navigation planning body and data providers remains a challenge, even when both are under the same administration. There is a need to improve management and access to the information required for the formulation of KPIs.
- **Limitations in resources and technology:** The lack of financing, technical knowledge and digital tools prevents the effective management of indicators, especially those more complex ones that require automation, such as **KPIs 17 and KPIs 19**.

2.14 On the other hand, with respect to level 4 of the GANP, which covers the National Air Navigation Plans (NANP), uneven progress is observed in the region. Countries such as Argentina, Bolivia, Brazil, Colombia, Chile, Peru and Venezuela have developed plans that are consolidated, under review or in the process of being prepared. However, not all of these documents are harmonized with the GANP frameworks, as there are differences in the formats used.

2.15 The following paragraphs detail the status of progress of the ICAO Template for NANPs, a key tool for aligning national planning with regional and global strategic air navigation objectives.

Challenges in Updating the GANP and Aligning the Regional Plan

2.16 The Fourteenth Air Navigation Conference (AN-Conf/14), held in Montreal from August 26 to September 6, 2024, agreed on various updates to the GANP to improve its alignment with emerging challenges and opportunities in global aviation.

2.17 At the global strategic level (Level 1), a new approach to integrate new entrants into the aeronautical ecosystem was highlighted, such as drones, unmanned aerial vehicles and advanced air mobility. The growing role of artificial intelligence in air traffic management was also addressed and the connection between the strategic and technical levels of the GANP was strengthened, along with the update of the performance ambitions and the conceptual roadmap.

2.18 At the global technical level (Level 2), improvements were agreed in the key area of environmental performance, as well as in the resilience of the GANP performance framework, ensuring that air navigation can better respond to operational and climate challenges. In addition, progress was announced in the preparation of the National Air Navigation Plan Template (NANP - Level 4), which will soon be submitted for approval, facilitating the harmonization of national planning with ICAO's global objectives.

2.19 The 42nd ICAO Assembly, scheduled for August-September 2025 in Montreal, will consider the adoption of these updates based on recommendations 3.3/1 and 3.3/2 of AN-Conf/14 (see **Appendix D**).

3. Conclusions

3.1 Volume III of the RANP CAR/SAM is the fundamental tool for the application of ICAO's performance-based planning methodology in the region. It allows for the adoption of the Global Air Navigation Plan (GANP) and, consequently, the ASBU (Aviation System Block Improvements) Framework, as stipulated in Level 3 of the GANP (see **Appendix E**).

3.2 One of the main challenges is the difficulty of aligning the GANP revisions with Volume III of the RANP CAR/SAM every three years, given the impact on the States and parties involved.

3.3 The seventh edition of the GANP, approved in 2022, included minor updates on the Improvement Blocks (BBB) and operational safety indicators. However, the eighth edition of the GANP, which is expected to be approved in the second half of 2025, will introduce significant changes that will require additional efforts from States and industry, both in the training of specialists and in the allocation of resources for the implementation of improvements and performance management through KPIs, particularly in environmental issues.

3.4 In order to make efficient progress in the preparation and consolidation of Volume III of the RANP CAR/SAM and in the management of the NANPs, as well as strengthen the application of performance-based planning, the States of the SAM Region should promote the following actions:

- a) Prioritize the participation of its multidisciplinary air navigation planning teams in the activities programmed by the Secretariat, ensuring compliance with the Conclusions and Decisions of GREPECAS.

- b) Designate and maintain stable technical teams within the civil aviation authority, made up of specialists in regulation and provision of ANS services, as well as statistical, technical support and IT personnel. This point is key considering the upcoming approval of the 8th Edition of the GANP.
- c) Designate one focal point per State to facilitate communication with the Secretariat, ensuring effective coordination of the training of national teams.
- d) Encourage the active participation of teams in ICAO Regional Office activities and promote collaborative work between States.
- e) Involve all relevant actors in the planning of the RANP and NANP, ensuring the dissemination of GANP concepts among ANS planners, managers of ANS services and other stakeholders.
- f) Establish collaboration mechanisms between the multidisciplinary team of the State and the entities that manage the data necessary for the calculation of KPIs (aerodrome operators, ANS service providers, ATC or CNS bodies, among others).
- g) Define a regulatory framework and maintenance processes for the publication and periodic updating of national KPIs.
- h) Strengthen the application of cost-benefit analysis in decision-making on the implementation of improvements in air navigation.
- i) Evaluate and implement other activities that are considered necessary to ensure compliance with the strategic objectives of the GANP.

4. **Suggested action**

4.1 The Meeting is invited to:

- a) Take note of the information submitted and evaluate the requirements set out in paragraph 3.4:
- b) Strengthen the commitment and support of the SAM States in the implementation and follow-up of Conclusions 21/04, 21/05, 22/18 and Decision 21/05 of GREPECAS (see Appendix B);
- c) To identify, in coordination with the Secretariat, the technical assistance needs required to meet the objectives set out in paragraph 4.1 (b) above; and
- d) Define other actions that the Meeting deems necessary to strengthen the implementation of Volume III of the RANP CAR/SAM and the management of the NANP in the region.

Appendix A

Overview of the GANP and RANP

In November 2012, the Twelfth Air Navigation Conference (AN-Conf/12) formulated Recommendation 6/1 - Regional Framework for Action - Planning Methodologies and Tools Related to the Alignment of Regional Air Navigation Plans (RANP) with the Fourth Edition of the Global Air Navigation Plan (GANP - ICAO Doc. 9750).

The result was the adoption of the Regional Air Navigation Plan (RANP) format in April 2014, which included a new three-volume structure and improvements to the format and content, as follows:

Volume I of the RANP contains stable elements whose amendment requires approval by the Council, such as the assignment of responsibilities to States for the provision of services of:

- Aerodromes
- Air navigation facilities and services
- additional requirements specific to the region and that are not covered by ICAO Standards and Recommended Practices (SARPS).

Volume II should contain the dynamic elements of the plan, the amendment of which does not require the approval of the Council (approval is by regional agreement of the relevant Regional Planning and Implementation Groups (PIRGs)), relating to:

- the assignment of responsibilities;
- mandatory requirements subject to a regional agreement; or
- additional requirements specific to the region and not covered by the SARPS

In Volume III, the dynamic/flexible elements of the plan are stipulated by providing implementation planning guidelines for air navigation systems.

Appendix B

GREPECAS Conclusions

CONCLUSION GREPECAS/21/04	ACTIONS FOR THE PROGRESS OF VOLUME III OF CAR/SAM REGIONAL AIR NAVIGATION PLAN
<p>What: That,</p> <ul style="list-style-type: none"> a) States/Territories to prioritize resources for the permanent activity of work teams in each State, responsible for the management of Volume III of the CAR/SAM RANP and the respective KPIs; b) States and the industry to ensure the participation and CDM processes that integrate all stakeholders in the planning of Vol. III and implementation of air navigation improvements; c) the State Air Navigation Planning Authority and data providers/sources coordinate data collection and management of KPIs to be inserted in the Planning Tables of Vol. III d) ICAO NACC and SAM Regional Offices strengthen the assistance concerning Vol. III, including dissemination of the relevance of the CAR/SAM ANP to ensure cost-efficient and interoperable implementations, as well as the contribution of such planning to the socio-economic development objectives in each State; and e) ICAO facilitate that the CAR/SAM States evaluate the impact of the CAR/SAM Regional Air Navigation Planning on the airspace structure, as well as the new airspace concepts being implemented in the NAM Region. 	<p>Expected impact:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economics <input checked="" type="checkbox"/> Environmental <input checked="" type="checkbox"/> Technical/Operational
<p>Why: To advance in the development of Volume III of the CAR/SAM Regional Air Navigation Plan with the participation of all States and stakeholders, and to move towards the definitive implementation of the six-step approach to performance-based planning stipulated in the GANP, and to ensure cost-efficient and interoperable implementations, as well as the contribution of such planning to the socio-economic development objectives in each State.</p>	
<p>When: Immediately</p>	<p>Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Invalid / <input type="checkbox"/> Completed</p>
<p>Who: a) States/Territories b) States and the Industry</p>	

DECISION	
GREPECAS/21/05	APPROVAL OF VERSION 0.1 OF CAR/SAM RANP VOLUME III
What: Version 0.1 (Appendix A to this report) of the CAR/SAM RANP Volume III, including data and information from the States of the CAR Region, is approved.	Expected Impact: <input checked="" type="checkbox"/> Politics/ Global <input checked="" type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economics <input checked="" type="checkbox"/> Environmental <input checked="" type="checkbox"/> Technical/ operational
Why: To update the necessary information for the planning of improvements in air navigation services and facilities, through an amendment to Volume III of the CAR/SAM RANP, including data and information from the CAR Region, in accordance with the established procedure for Volume III.	
When: Immediately	Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:	

CONCLUSION	
GREPECAS/22/2	PROGRESS ON THE DEVELOPMENT OF VOLUME III OF THE RANP CAR/SAM
What: That the CAR/SAM States, in conjunction with ANSP and airports, with the participation of airlines and International Organizations, assisted by the Secretariat, populate the Tables of Volume III of the RANP CAR/SAM with the data of performance indicators - KPIs, prioritizing and harmonizing the management of these indicators according to the progress of the Working Groups for the regional implementation of air navigation by GREPECAS/23.	Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Technical/Operational
Why: To ensure a cost-efficient process in the management of KPIs, as well as to strengthen regional planning focused on safe, efficient and adequately capable air navigation, in order to promote the growth of the Industry, based on the performance-based planning methodology by the States.	
When: Present revised version of RANP Vol III, at GREPECAS 23	Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Not valid / <input type="checkbox"/> Completed
Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Others:	ANSP providers, Airports, Airlines, International Organizations, Working Groups.

DECISION GREPECAS/22/18	ACTIVATION OF AN AD-HOC GROUP FOR THE DEVELOPMENT OF KPIS OF GANP (KAHG)	
<p>What:</p> <p>Under the framework of GREPECAS Programme for the Strengthening of the Regional Plan (RANP) and National Plans (NANP) of the CAR/SAM, Project A1, and to work jointly with the regional implementation groups, the industry and stakeholders, an Ad-hoc Group is activated, which members are Bahamas, Brazil, Chile, Colombia, Cuba, Dominican Republic, Ecuador, Panama, Peru, Trinidad and Tobago, United States, IATA and IFATCA, for the development of Key Performance Indicators KPI of the GANP (KPI Ad-hoc Group - KAHG) in order to strengthen the implementation of Volume III of the RANP CAR SAM, which results are to be presented at GREPECAS/23 with the following tasks:</p> <ol style="list-style-type: none"> 1. prepare a regional CAR/SAM guidelines and standardized training material on the methodology of performance indicators, data collection and management and calculations; 2. formulate an Action Plan for the progressive implementation of KPIs, identifying priorities and resources required, harmonized with the progress of the implementation groups; 3. implement a Communications Plan and adequate means of dissemination (dashboards, etc.) of the KPIs; and 4. Formulate a regional and/or interregional initiative for KPIs benchmarking activities. 	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>	
<p>Why: To promote performance-based planning aligned to the GANP, strengthen Volume III of the RANP CAR/SAM, and foster collaborative work with the implementation groups, Industry and stakeholders, to improve skills of States on the management of KPIs, so as to be prepared for the application of new indicators of the GANP 8th edition and the NANP template, starting in 2026.</p>		
<p>When: Results to be presented at GREPECAS 23</p>	<p>Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>	

Appendix C

Assistance Activities - 2024

During 2024, activities were carried out to follow up on the development of Volume III of the CAR/SAM RANP and to improve the understanding of the GANP KPIs, providing guidance for their measurement, as follows:

- a) The Second CAR Workshop for the Implementation of the CAR/SAM Air Navigation Plan Vol. III (CAR/SAM/ANP-VOLIII/2) was held in Mexico City, Mexico, on 13-15 February 2024. One of the objectives of the workshop was to continue the process of managing the performance indicators approved in Table PMP III-3 - List of KPIs by performance objective and performance area of the CAR/SAM Regions. Given the nature of air navigation services in the CAR Region, priority was given to measuring the performance of en-route operations.
- b) The First follow-up meeting on the preparation of the CAR/SAM Regional Air Navigation Plan (virtual, 24-26 April 2024) was held for SAM States. It was attended by 38 participants from 11 SAM States and IATA. Exercises were conducted on the preparation of Volume III of the CAR/SAM RANP, including the analysis of the new key performance indicators of KPA safety, in accordance with the Global Air Navigation Plan (GANP), 7th edition. Planning and KPI data entry in Volume III tables were addressed. States shared developments concerning their national air navigation plan (NANP), underscoring advanced NANP update activities by Argentina and Venezuela.
- c) The Second follow-up meeting on the preparation of the CAR/SAM Regional Air Navigation Plan was held on 9-10 September 2024 in virtual mode.
- d) A hybrid (in-person and virtual) workshop on strategic planning focused on air navigation and airports was held at the ICAO NACC Regional Office on 17-20 September 2024, which included guidance on decision-making based on a cost-benefit analysis. The main objective of the workshop was to attain the sustainable growth of the regional civil aviation system through strategic planning of air navigation based on a cost-benefit analysis.
- e) A Workshop on ICAO Global Air Navigation Plan (GANP) indicators was held at the ICAO NACC Regional Office on 28-31 October 2024, with in-person and virtual participation. The main objective of the workshop was to strengthen and/or build the capabilities of the experts responsible for managing the CAR/SAM Regional Air Navigation Plan, Volume III, as well as for developing the national air navigation plans (NANPs), which are correlated for the drafting and follow-up of the ICAO Global air navigation plan (GANP).

Appendix D

Recommendation 3.3/1 — Update to the global strategic level of the seventh edition of the Global Air Navigation Plan (GANP, Doc 9750)

That States:

- a) agree in principle with the addition of two challenges and opportunities, recognizing the priority areas of the 41st Session of the Assembly; the approach to the new entrants and artificial intelligence and the approach to map the strategic and technical levels, in the draft eighth edition of the Global Air Navigation Plan, to be presented for endorsement by 42nd Session of the Assembly; and
- b) agree in principle with the proposed update to the performance ambitions and conceptual roadmap;

that ICAO:

- c) take into consideration input from the Conference and other input arising from States, international organizations and other stakeholders in order to finalize the development of the eighth edition of the Global Air Navigation Plan for subsequent endorsement at the 42nd Session of the Assembly; and
- d) develop efficient communication strategies with Member States to enhance the accessibility, visibility and traceability of revisions to the entire GANP structure and context, from strategic to technical levels, and consider the development of an integrated document as part of this approach, for future updates of the GANP.

Recommendation 3.3/2 — Update to the global technical level of the seventh edition of the Global Air Navigation Plan and its regional and national levels

That States:

- a) agree in principle with the update of the environment key performance area, which will be reviewed by the appropriate expert groups, noting the ongoing work of the Committee on Aviation Environmental Protection on monitoring and reporting metrics for the long-term aspirational goal 2050, covering all in-sector CO₂ emissions reductions;
- b) agree in principle with the resilience focus area;
- c) use, in collaboration with the regional offices, the electronic system for the management of regional air navigation plans, when available; and
- d) consider the national air navigation plan template, when available;

that ICAO:

- e) update the performance assessment of the Aviation System Block Upgrade framework, with the new objectives on the environment key performance area and resilience focus area;
- f) continue the update of the Aviation System Block Upgrade framework and reflect the two additional challenges and opportunities proposed, recognizing the priority areas of the 41st Session of the Assembly, for the eighth edition of the Global Air Navigation Plan, to be presented for endorsement by 42nd Session of the Assembly;
- g) develop and disseminate a roll-out plan for the electronic system for the management of the regional air navigation plans, including clear revision procedures and presentation methods, in coordination with all relevant stakeholders, and provide the national air navigation plan template; and
- h) take into consideration input from the Conference and continue to work with States, international organizations and other stakeholders on the development of the eighth edition of the Global Air Navigation Plan for subsequent endorsement at the 42nd Session of the Assembly.

Appendix E

GANP frameworks

Since 2020, difficulties to differentiate the following three GANP frameworks have been noted during the Secretariat's assistance activities for the development of Vol. III:

- 1 BBB framework: Basic building blocks
- 2 ASBU framework: Aviation system block upgrades
- 3 GANP performance framework

Since the adoption of the seventh edition of the GANP in 2022, 4 new key performance indicators (KPIs) related to the “safety” key performance area have been added to measure/monitor the implementation of certain elements of the *Operational* thread of the ASBU framework¹.

The 7th edition of the GANP also explains how to manage and verify the BBB framework, thus providing a practical link between the global plans: the GANP and the Global Aviation Safety Plan (Doc 10004 - GASP).

In summary, the GANP 7th edition and the GANP 2023-2025 edition converge on the following concepts:

- The BBBs set forth in the GANP and GASP constitute an independent framework, and not a block of the ASBU framework.
- The BBB framework is not an evolutionary step, but a reference. This reference is defined by the essential services agreed by States within the context of the Convention on International Civil Aviation for the safe and orderly conduct of international civil aviation. In accordance with the approved format and content of the ANP, the data linked to the BBBs are set out in Volume I and Volume II, which describe the aforementioned essential services.
- The ASBU framework defines a set of operational improvements within some areas of the air navigation system that the aviation community agreed to work on in order to maintain or improve system performance (ASBU threads).
- An ASBU element is a specific change in operations aimed at improving the performance of their air navigation system under specific operational conditions.

Finally, the GANP performance framework is made up by: the catalogue of performance objectives, the definition of 23 KPIs, and a tool for “air navigation system performance assessment”. (AN-SPA)”.

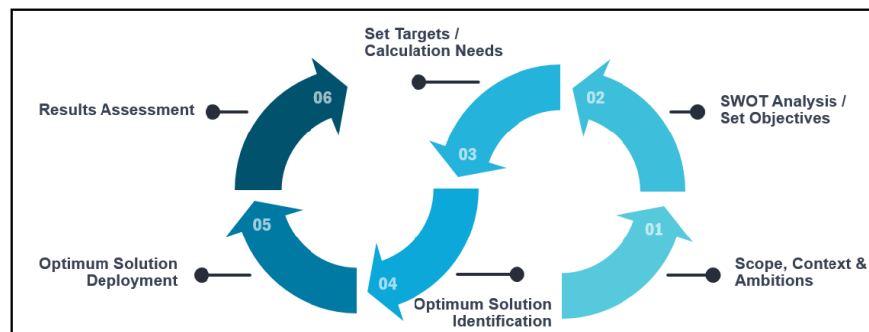
¹ The ASBU Framework is divided into three main threads: Operational, Information and Technology.

Six-Step Methodology

Volume III *sets forth* the 6-step methodology of performance-based planning which stipulates an iterative process, always within the ASBU framework and the respective performance framework, covering, so far, four KPAs: Efficiency, Capacity, Predictability, and Safety².

The six steps of the iterative process (see figure 1) are:

- Step 1: Define/analyse scope, context and set general ambitions/expectations
- Step 2: Identify opportunities, problems and set objectives (performance ambitions)
- Step 3: Quantify objectives (with KPI baselines and based on performance improvement targets)
- Step 4: Select solutions (from the ASBU framework³) to exploit opportunities and solve problems
- Paso 5: Implement solutions (from the ASBU framework)
- Paso 6: Assess the achievement of objectives (measure/monitor progress of KPIs in accordance with formulated targets)



Graph 1

The CAR/SAM Regions started activities for the drafting of Volume III in 2020. In this process, through workshops and teleconferences, opportunities for improvement have been identified for the text in the template and for the planning tables, including proposals for new columns and explanatory texts, in order to link them to the concepts contained in the GANP, and to facilitate the interaction between planners and the tools (tutorials, catalogues, dashboards, AN-SPA, etc.) provided on the GANP website.

-END-

² There are seven other KPAs for which indicators will be developed.

³ Theoretically, non-ASBU solutions are also considered.