International Civil Aviation Organization

Aeronautical Telecommunication Network/Internet Protocol Suite Working Group

Fifth Meeting (ATN/IPS WG/5)
(Cairo, Egypt, 11 - 13 March 2013)

Agenda Item 4:   **Review and update of MID ATN plans and Implementation issues**

REVIEW CNS FASID PART IN MID ANP- FASID DOC 9708 RELATED TO ATN

(Presented by the Secretariat)

SUMMARY
This paper provides an update on the progress achieved to evolve from the current MID Basic ANP and FASID (Doc 9708) to a new web based format e ANP, review the CNS FASID Tables, related to ATN/IPS WG and update the group on the latest developments in the Global and Regional Plans.   Action by the meeting is at paragraph 3.
REFERENCES
- AN-Conf/12 Draft Report   - MIDANPIRG/13 Report

1.   **INTRODUCTION**

1.1   The regional planning and implementation process is facilitated through formulation of regional Air Navigation Plans (ANPs) which are developed and maintained through the Planning and Implementation Regional Groups (PIRGs).

1.2   MIDANPIRG/13 recalled that an electronic copy of the MID Basic ANP and FASID (Doc 9708) is available on the ICAO MID Website at: http://legacy.icao.int/mid/midanpirg/edocs/index.html. However, it was highlighted that a more up-to-date version encompassing the latest proposals for amendments related to ATS Routes (ATS 1 Table) and an updated ATS 1 Chart is available on the ICAO GIS portal. The meeting noted that the version of the MID Basic ANP and FASID available on the ICAO MID website, will be updated using the version available on the ICAO GIS portal.

1.3   The meeting recalled that MIDANPIRG/12, through Decision 12/49, recognized the need for a complete review of both the content and format of the MID Basic ANP and FASID. The need to evolve the current ANPs to a new web-based format (eANPs) was also underlined.

2.   DISCUSSION

2.1   The meeting may wish to note that MIDANPIRG/13 noted that a similar work has been carried out in the European Region. The meeting further noted that a Task Force has been established in Europe for the development of the AIM Parts of the EUR ANP.

2.2   Based on the outcome of the EUR ANP AIM Task Force and the review carried out by the AIS/MAP TF/6, the ATM/SAR/AIS SG/12 and the CNS/ATM/IC SG/6 Meetings, the MIDANPIRG/13 Meeting endorsed the AIM Parts of the MID ANP, under Conclusion 13/11: *ENDORSEMENT OF THE AIM PARTS OF THE MID BASIC ANP AND FASID*

2.3   ICAO has developed the eANPs as an online system for maintaining, storing and displaying information contained in the regional ANPs. In July 2011, the amendment process was automated to further reduce the process time within ICAO. But despite these improvements, the challenge remained to keep the paper-based regional ANPs updated, particularly in view of continuous air navigation technological developments.

2.4   To simplify its introduction, all procedures that apply to the current paper-based ANPs will continue for the eANPs. However, to make full use of the online system, ICAO will continue to simplify the workflows related to the amendment process, and related to the data within the eANP, to increase the efficiency, accuracy, and accessibility in maintaining the narrative and data in the ANPs.

2.5   As part of the eANPs project, the CNS, AIM, AOP and MET FASID tables in Volume II will be standardized and harmonized across all regions and aligned with ASBU methodology.

2.6   The provisional plan for the transition to the eANPs is as follows:

-    New Basic ANP Parts (including the AIM Part) to be sent to ICAO HQ by 31 October 2012 for upload on the GIS website and presentation to the AN-Conf/12.
-    On the basis of the comments received during the Conference, ICAO Secretariat to review and update the revised Basic ANP and FASID Parts of eANPs, by 1 February 2013.
-    Regional Offices to develop and circulate proposal for amendments with revised Basic ANP and FASID Parts of eANP by 1 June 2013.
-    eANPs are officially launched and ready for use Effective 1 July 2013.

2.7   In the same vein the MIDANPIRG/13 Meeting agreed to the establishment of an Ad-hoc Working Group tasked with the development of a revised version of the MID ANP (both Basic ANP and FASID), in accordance with MIDANPIRG Decision 12/49 and agreed accordingly to the following Decision:

> *DECISION 13/32:   ESTABLISHMENT OF THE MID AIR NAVIGATION PLAN AD-HOC WORKING GROUP (ANP WG)*
>
> *That, the MID Air Navigation Plan Ad-hoc Working Group (ANP WG) be established to fulfill the requirements set up by MIDANPIRG through Decision 12/49.*

2.8   The meeting may wish to note that the *Global Air Navigation Plan* (Doc 9750,GANP) and its supporting concepts including the ASBUs, the technology roadmaps and a regional planning framework and associated metrics, along with the importance of adequate frequency spectrum to support the ASBUs, were discussed during the AN-Conf/12, and the following recommendations accepted by the conference:

Recommendation 1/1 – The draft Fourth Edition of the Global Air Navigation Plan
(Doc 9750, GANP)

That States:

a)   *agree in-principle, with the inclusion of high level policy principles and other proposed improvements made at this conference, with the updated draft Fourth Edition of the GANP; and*

b)   *should have the opportunity to provide any final comments on the updated draft GANP to ICAO before it is considered by the ICAO Assembly in 2013.*

That ICAO:

c)   *convene a symposium in 2014 where interested stakeholders will be invited to join together to provide end-to-end system demonstrations of new air traffic management (ATM) concepts;*

d)   *develop financial policies which support efficient acquisition and implementation of global air navigation services infrastructure and aircraft equipage;*

e)   *taking a total systems and performance-based approach, create a Standards and Recommended Practices development plan for the aviation system block upgrades including the establishment of agreed global priorities between the different blocks and modules;*

f)   *define a stable and efficient process for endorsement by the 38th Session of the Assembly, for updating the GANP that ensures stability in module timelines for any future updates; and*

g)   *ensure that the nature and status of the planning information in the various documents pertaining to the GANP are consistent and complete and allow due account to be taken of the inputs from ATM research, development and deployment programmes.*

Recommendation 1/2 – Implementation

That ICAO:

a)   *through its regional offices, provide guidance and practical assistance to States and regions and subregions when they decide to implement individual blocks or modules of the ASBUs;*

b)   *establish a group and improved mechanism for interregional cooperation to ensure harmonization of ATM; and*

c) assist States and regions in training and capacity-building towards implementation of the relevant modules of the aviation system block upgrades.

2.9   With regard to Regional Air Navigation Plans (ANPs) and for the process of aligning the regional ANPs with the GANP, AN-Conf/12 agreed that PIRGs should focus initially on implementing ASBU Block 0 Modules and finalize the development of their ASBU aligned regional plans by May 2014. Furthermore, as a means of interregional harmonization for ASBU implementation, AN-Conf/12 agreed to use the various means available to address impediments, including the All Planning and Implementation Regional Group (ALLPIRG) Meetings. In this regard, the AN-Conf/12 welcomed the proposal of ICAO to convene an ALLPIRG Meeting in March 2013. In order to identify and resolve any roadblocks for ASBU implementation, the an-Conf/12 encouraged States and PIRGs to use the Air Navigation Report Form (ANRF) which was developed to identify such issues. These templates were explained in details during the Special Implementation Project (SIP) Workshop On Preparations for An-Conf/12 – ASBU Methodology held at the ICAO MID Regional office (Cairo, 30 September - 4 October 2012**).**

2.10   The meeting may wish to note that the current Regional ANP are no longer reflect the requirements and mostly being capturing and updating of the existing infrastructure/facilities, accordingly they were no longer achieving the full expected results, and there is a need to revise them to keep pace with the ASBU developments, and the outcome of the Twelfth Air Navigation Conference (AN-Conf/12).

2.11   The meeting is further updated on the outcome of the AN-Conf/12 in that ANC-Conf/12 agreed to the following recommendation concerning the Regional performance framework – planning methodologies after discussions in the relevant committee:

Recommendation 6/1 – Regional performance framework – planning methodologies and Tools

That States and PIRGs:

a) develop and maintain regional air navigation plans consistent with the Global Air Navigation Plan;

b) finalize the alignment of regional air navigation plans with the Fourth Edition of the Global Air Navigation Plan by May 2014;

c) focus on implementing aviation system block upgrade Block 0 Modules on the basis of operational requirements, recognizing that these modules are ready for deployment;

d) use the electronic regional air navigation plans as the primary tool to assist in the implementation of the agreed regional planning framework for air navigation services and facilities;

e) consider how the continuous monitoring approach to safety oversight maps to the evaluation of Member States' safety oversight capabilities concerning aviation system block upgrades;

f) involve regulatory and industry personnel during all stages of planning and implementation of aviation system block upgrade modules;

g) *develop action plans to address the identified impediments to air traffic management modernization as part of aviation system block upgrade planning and implementation activities;*

That ICAO:

h) *review the current amendment process to the Regional Air Navigation Plans(ANPs) and recommend improvements to increase efficiencies related to the approval and maintenance of the data in the regional ANPs;*

i) *develop guidance material, on the basis of best practices employed worldwide, for the regional/local deployment of new ATM technologies, required procedures, operational approvals and continue to support States in the implementation of the aviation system block upgrades;*

j) *identify the issues, funding, training and resource requirements necessary to support a safety framework that would lay the foundation for successful implementation the aviation system block upgrades;*

k) *develop an outreach strategy to address the economic and institutional impediments to implementation of the aviation system block upgrades; and*

l) *develop a mechanism for sharing of best practices for the aviation system block upgrade implementation.*

3.   ACTION BY THE MEETING

3.1   The meeting is invited to:

a) review and update the CNS FASID tables in from the MID FASID at **Appendix A** to this working;

b) encourage States to support the work of the ANP WG;

c) encourage States to develop ANRF as per para 2.9; and

d) encourage States share best practices for the aviation system block upgrade implementation.