*International Civil Aviation Organization*

**MIDANPIRG ATM Sub Group**

**First Meeting (ATM SG/1)**
*(Cairo, Egypt, 9 - 12 June 2014)*

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**Agenda Item 3:** **Global and Regional Developments related to ATM**

PROGRESS ACHIEVED IN THE DEVELOPMENT OF THE eANP

*(Presented by the Secretariat)*

| SUMMARY |
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| 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. |
| Action by the meeting is at paragraph 3. |

| REFERENCES |
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| − ANP WG/1 Report<br>− eANP WG/1 SoD<br>− eANP WG/2 SoD<br>− MIDANPIRG/14 Report<br>− Minutes of the Teleconferences of the eANP WG Committees. |

**1.** **INTRODUCTION**

1.1 The first meeting of the MID Air Navigation Plan Ad-hoc Working Group (ANP WG/1) was successfully held in Cairo, 27-29 May 2013.

1.2 MIDANPIRG/14, through Decision 14/24, agreed that the development of the MID eANP based on the Council-approved ANP Template, be included in the work programme of the different MIDANPIRG subsidiary bodies and the relevant Parts of the MID eANP be presented, as soon as available, to MSG/4 and/or MIDANPIRG/15 for endorsement.

**2.** **DISCUSSION**

2.1 The 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).

2.2 The Secretariat established a Working Group (eANP WG), composed of a representative from each Regional Office and ICAO Headquarters, 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.

2.3        The Secretariat WG recalled the limitations of the current regional ANPs and agreed that they were no longer achieving the expected results and accordingly, there was an urgent need to reshape them to keep pace with the new developments, including the outcome of the Twelfth Air Navigation Conference (AN-Conf/12).

2.4        The Secretariat WG recognized that regional ANPs were needed and represented the bridge between, from one side, the global provisions in the *ICAO Standards and Recommended Practices* (SARPs) and the *Global Air Navigation Plan* (GANP), and from the other side, the States' National Plans and real implementation. In this regard the eANP WG considered the following:

- The ANPs have so far been developed to set forth, in detail, the facilities, services and procedures required for international air navigation within a specified area. They also contained planning and guidance material. It was noted that based on a Council decision (Eighth Meeting of its 131st Session refers), the monitoring of the implementation status of air navigation facilities and services was not part of the scope and objectives of the current ANP.

- Based on Recommendation 1/2 of the AN-Conf/12, and taking into consideration the new developments related to the performance based approach, the aviation system block upgrades (ASBU) methodology, etc., it was agreed that the new ANP/eANP should also include elements related to the monitoring of the status of implementation, at least related to the ASBU modules.

- A clear separation between the mandatory requirements and the optional/selective or preferable implementation scenarios based on the ASBU methodology should be included in the ANP.

- The need to identify the elements included in the current ANPs which were no longer required.

2.5        Based on the above, the  Secretariat WG agreed that the ANP should contain provisions related to:

1) assignment of responsibilities;
2) mandatory requirements subject to regional agreement;
3) additional requirement specific to the region which are not covered in SARPs; and
4) elements related to the implementation of certain air navigation systems based mainly on the ASBU modules endorsed at regional or sub-regional level.

2.6        The Secretariat WG recognized that the regional ANPs would continue to be used by States for planning purposes and as a legal basis for air navigation services charges and accordingly, it might be needed, in a limited number of cases, that the ANPs include the list of required air navigation facilities and services. However, this would not be necessary, if the list of required air navigation facilities and services are clearly specified/defined in the SARPs.

2.7        The Secretariat WG had two face-to-face meetings (Paris, France, 4-8 February 2013; and Montreal, Canada, 18-22 November 2013), six (6) Teleconferences of its Steering Committee (SC) (25 March, 3 June, 27 August and 31 October 2013, 26 March and 16 April 2014) and one Teleconference of the whole WG members (5 September 2013). Most of the work has been conducted through emails among the Secretariat WG Members.

*Objective and purpose of Regional Air Navigation Plans (ANP)*

2.8          The Secretariat WG agreed on the objective and purpose of the Regional ANP as follows:

a)  The ANPs provide for the planning and implementation of air navigation systems within a specified area, in accordance with the agreed global and regional planning framework. They are developed to meet those needs of specific areas not covered in the worldwide provisions. The development and maintenance of the ANPs is undertaken by ICAO PIRGs with the assistance of the ICAO Secretariat.

a)  The ANPs are 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).

b)  The ANPs contain requirements related to the facilities and services to be implemented by States in accordance with regional air navigation agreements. The procedural parts of ANPs are published in the *ICAO Regional Supplementary Procedures* (SUPPs) (Doc 7030).

c)  The ANPs contain provisions 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.

d)  The ANPs 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).

e)  It supports the performance-based approach to planning adopted by ICAO to measure the efforts made by States in implementing the agreed requirements.

*Format and Table of Contents of the eANP*

2.9          The Secretariat WG agreed that the ANP data related to the air navigation facilities and services could be classified as: stable, dynamic or flexible. In this regard, it was agreed that the new ANP should be composed of three volumes:

a)  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).*

b) 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.*

c) Volume III should contain dynamic/flexible plan elements providing implementation planning guidance for air navigation systems and their modernization taking into consideration emerging programmes such as the ICAO Aviation System Block Upgrades (ASBUs) and associated technology roadmaps described in the *Global Air Navigation Plan* (GANP) (Doc 9750). The ANP Volume III would also include appropriate additional guidance, particularly with regard to implementation, to complement the material contained in the ANP Volumes I and II. The amendment of these elements does not require approval by the Council.

*Description of the contents of the eANP*

2.10        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.

2.11        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.

2.12        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.

2.13        A Table for inclusion in Part I of Volume III to define a minimum set of common 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. 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.

*Procedure for amendment of the eANP*

2.14        The Secretariat is proposing 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.

2.15        It's to be noted that the endorsement of the ANP Template, 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 procedures for amendment.

*Development of the eANP on a web based platform*

2.16        Considering the agreed format of the eANP, it is considered that the current ANP application under SPACE could be used as the basis for the development of the eANP web-based platform.

2.17        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.

2.18        It's 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 while increasing the possibility to enhance coordination, particularly for States in the interface area with adjacent Regions.

*Action plan for further development/approval of the eANP*

2.19        It's to be noted that the endorsement of the ANP Template, which includes the new procedure of amendment of the eANP, is the most important milestone in the process. It is expected that the ANP Template package would be presented to the Council in June 2014 for approval. The approval of the eANP of each Region, based on the approved ANP Template, would be accomplished in accordance with the procedure for amendment.

2.20        Subject to approval by the Council of the new ANP Templates, the development/approval of the eANP would be in accordance with the following Action Plan:

| Vol I, II & III | Population of eANP | Regional Offices | September 2014 |
|---|---|---|---|
| Vol I, II & III | Endorsement of the eANP | PIRGs/States | Mid 2015 |
| Vol I | Submission of PfAs for approval of Volume I of eANP by the Council | Regional Offices/ANB | End 2015 |
| Vol II | Circulate PfAs of Volume II | Regional Offices | End 2015 |
| Vol III | Inclusion of Volume III on web-based platform | ANB/Regional Offices | Mid 2015 |

2.21        In connection with the above, the meeting may wish to note that the current MID Basic ANP and FASID (Doc 9708) is available under SPACE at **https://portal.icao.int/space/anp/Pages/Home.aspx**.

2.22      The meeting may wish to recall that MIDANPIRG/14 agreed that the MID eANP should be developed/approved as soon as possible following the Council approval of the ANP Template in accordance with the timelines outlined in the Action Plan developed by the eANP WG. In this respect, MIDANPIRG/14 meeting agreed that the development of the MID eANP based on the Council-approved ANP Template, be included in the work programme of the different MIDANPIRG subsidiary bodies, including the ANP Ad-hoc Working Group (ANP WG), whose second meeting is tentatively scheduled for December 2014. Accordingly, MIDANPIRG/14 meeting agreed to the following Decision:

> *DECISION 14/24:*      *DEVELOPMENT AND ENDORSEMENT OF THE MID eANP*
>
> *That, in support to the ICAO efforts to align the Regional Air Navigation Plans (ANP) with the Fourth Edition of the Global Air Navigation Plan (GANP) (Doc 9750):*
>
> a) *the development of the MID eANP based on the Council-approved ANP Template, be included in the work programme of the different MIDANPIRG subsidiary bodies; and*
>
> b) *the relevant Parts of the MID eANP be presented, as soon as available, to MSG/4 and/or MIDANPIRG/15 for endorsement.*

2.23      It is to be highlighted that eANP Parts related to ATM and SAR will be discussed in sepearte working paper under the relevant Agenda Items.

### 3.      ACTION BY THE MEETING

3.1      The meeting is invited to:

a) consider the information provided in this paper; and

b) encourage States and Users to actively participate in the development of the MID eANP Parts related to ATM and SAR, which will be addressed in separate working paper.

**-** END **-**