



*International Civil Aviation Organization*

**Middle East Air Navigation Planning and  
Implementation Regional Group (MIDANPIRG)**

**Fourteenth Meeting**  
*(Jeddah, Saudi Arabia, 15-19 December 2013)*

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**Agenda Item 3: Global, Inter and Intra-Regional Activities**

**A COMPREHENSIVE STRATEGY FOR AIR NAVIGATION:  
ENDORSEMENT OF THE GLOBAL AIR NAVIGATION PLAN**

*(Presented by the Secretariat)*

**SUMMARY**

The Global Air Navigation Plan (GANP, Doc 9750), while providing the strategic direction for the technical work programme of ICAO in the field of global air navigation, also serves as guidance for States, the planning and implementation regional groups (PIRGs), service providers, airspace users and industry stakeholders. On 29 May 2013, the Council (C-DEC 199/5) approved the fourth edition of the GANP which was also endorsed by the 38<sup>th</sup> Assembly.

Action by the meeting is at paragraph 5.

**REFERENCES**

Doc 10007, *Report of the Twelfth Air Navigation Conference* (2012)  
Doc 9958, *Assembly Resolutions in Force* (as of 8 October 2010)  
Doc 9750, *Global Air Navigation Plan* (Fourth edition) available at  
[http://www.icao.int/Meetings/a38/Documents/GANP\\_en.pdf](http://www.icao.int/Meetings/a38/Documents/GANP_en.pdf)  
*Working Document for the Aviation System Block Upgrades*

**1. INTRODUCTION**

1.1 An effective global ATM system achieves interoperability and seamlessness across all regions for all users during all phases of flight. It meets agreed levels of safety, provides for optimum economic operations, is environmentally sustainable and respects national security requirements. ICAO's guiding vision in this regard is established in the *Global Air Traffic Management Operational Concept* (Doc 9854), while the GANP serves as the supporting strategic planning document. Based on comprehensive consultation by ICAO of State and industry stakeholders and review by the Twelfth Air Navigation Conference (AN-Conf/12), the GANP has been restructured and revised and will be further supported by dedicated tools designed to assist States, ICAO's planning and implementation regional groups (PIRGs), service providers, airspace users and industry stakeholders.

## 2. **FOURTH EDITION OF GANP**

2.1 To support a globally harmonized air navigation system, ICAO has developed the fourth edition of the GANP to provide clear guidance on the guiding operational targets and supporting technologies, avionics, procedures, standards and regulatory approvals needed to realize them. The GANP establishes a framework for incremental implementations based on the specific operational profiles and traffic densities of each State. This is accomplished through the aviation system block upgrades (ASBUs) methodology which forms the basis of the revised GANP.

2.2 AN-Conf/12, held in November 2012, reviewed the fourth edition of the GANP and noted that it builds on past planning documents and provides a global planning framework including a timeline for which future improvements are expected to be available for implementation by States, and PIRGs in accordance with their operational needs. In addition, it identifies the need for the development of standards and recommended practices, regulatory requirements, procedures and technology associated with the ASBUs.

2.3 The ASBU Modules are supplemented by communications, navigation, surveillance (CNS), avionics and information management roadmaps. The AN-Conf/12 agreed that the ASBU modules and associated technology roadmaps were an integral part of the GANP and a valuable implementation tool kit and that the policy and associated principles the GANP presents would be fundamental to successful global long-term air navigation planning. The revised GANP represents a rolling, fifteen-year strategic planning methodology which leverages existing technologies and anticipates future developments based on State/Industry agreed operational objectives. This will enable sound investment strategies and help to generate the required commitment to the GANP from States, equipment manufacturers, airspace users and service providers.

2.4 ASBU implementation is to be realized through tailored regional work programmes based on specific operational needs. ICAO's PIRGs design these work programmes first by identifying the operational characteristics of their homogeneous air traffic management (ATM) areas, major traffic flows and major international aerodromes. Analysis of this operational data identifies performance improvement opportunities and ASBU modules are then evaluated to identify which of them best delivers the needed operational improvements.

2.5 Once operational analyses and resulting implementations have been completed, the next step calls for air navigation performance monitoring through an established measurement and reporting strategy. During an initial phase, at the regional level, the implementation status will be depicted using dynamic maps and charts on the ICAO website. Analysis of reporting data will be carried out collaboratively between States, PIRGs and ICAO. Results will then be published in the proposed Regional Performance Dashboards (web-based) and in an annual global air navigation report.

## 3. **UPDATES TO GANP**

3.1 The ICAO Air Navigation Commission reviewed the GANP as part of the triennial work programme, reporting to the Council one year in advance of each ICAO Assembly. The ANC report provided a review of global progress made in achieving the GANP objectives and considered lessons learned by States, industry and PIRGs. Moreover, the ANC report considered possible changes in future aviation needs, the air navigation context and other influencing factors, proposing suitable adjustments to the GANP to accommodate these eventualities. Prior to being presented to the Council, proposed updates were circulated to Member States for consultation.

**4. CONCLUSION**

4.1 The GANP offers a long-term vision that will provide confidence to ICAO, PIRGs, States, service providers, airspace users and industry stakeholders in developing and implementing air navigation infrastructure and avionics advances leading to full global harmonization of the ATM system.

**5. ACTION BY THE MEETING**

5.1 The meeting is invited to meeting is invited to note the information in this paper and take action as appropriate.

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