International Civil Aviation Organization
North American, Central American and Caribbean Office (NACC)
Twenty-fifth Meeting of Directors of Civil Aviation of the Eastern Caribbean (E/CAR/DCA/25)
St. John's, Antigua and Barbuda, 3–5 December 2013

Agenda Item 5:   **Air Navigation Matters**
                      5.2   **Global Air Navigation Matters**

4TH EDITION OF THE GLOBAL AIR NAVIGATION PLAN (GANP)

(Presented by the Secretariat)

SUMMARY
The Fourth Edition of the *Global Air Navigation Plan*, Doc 9750 - GANP while providing the strategic direction for the technical work programme of ICAO in the field of efficiency of global air navigation systems, serves also as guidance for the Planning and Implementation Regional Groups (PIRGs), States, service providers, airspace users and other stakeholders. The revised fourth edition of the GANP is available at: http://www.icao.int/Meetings/a38/Documents/GANP_en.pdf

References:
•   Doc 10007 - *Twelfth Air Navigation Conference Report.* Montréal, Canada, 19 – 30 November 2012   •   38th Session of the ICAO Assembly, ICAO Headquarters, Montréal, Canada, 24 September to 4 October 2013

Strategic Objectives	*This information paper is related to Strategic Objectives:* *A. Safety – Enhance global civil aviation safety* *B. Security – Enhance global civil aviation security* *C. Environmental Protection and Sustainable Development of Air Transport*

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 optimum economic operations, is environmentally sustainable and respects national security requirements. In this regard, ICAO's guiding vision is established in Doc 9854 - *Global Air Traffic Management Operational Concept*, while the GANP serves as the supporting strategic planning document. Based on comprehensive consultation by ICAO with 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 PIRGs, service providers, airspace users and industry stakeholders.

1.2   In accordance with Assembly Resolution A37-12, ICAO uses the GANP to drive the technical work programme of the Organization in the field of air navigation over each triennium. This GANP has been reviewed by the ICAO Air Navigation Commission with respective changes incorporated into the fourth edition of the GANP.

2.   GANP Fourth Edition

2.1   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 to support a globally harmonized air navigation system. The GANP establishes a framework for incremental implementation based on 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   The AN-Conf/12, held in Montréal, Canada, from19-30 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 (SARPs), regulatory requirements, procedures and technology associated with the ASBUs.

2.3   The ASBU Modules are supplemented by Communications, Navigation and 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 policy and associated principles that the GANP presents would be fundamental in successful global long-term air navigation planning. The revised GANP represents a rolling, 15–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 will help to generate the required commitment from States, equipment manufacturers, airspace users and service providers to the GANP.

2.4   The ASBUs are organized in five-year increments starting in 2013 and continuing through 2028 and beyond. 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 analysis and resulting implementations have been completed, the next step calls for air navigation performance monitoring through an established measurement and reporting strategy.

2.6   The ICAO Council (C199/5) approved the Fourth Edition of the GANP on 29 May 2013.

2.7   The 38th ICAO Assembly endorsed the GANP as the strategic direction for global air navigation, while the other papers from EUROCONTROL, Federal Aviation Administration (FAA) and others implicitly did so by suggesting ways to achieve the objectives of the GANP.

3. **Conclusion**

3.1   The GANP offers a long-term vision that will provide assurance for 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. The Meeting is invited to take note of Doc 9750 - *Global Air Navigation Plan - Fourth Edition* in order to establish consistent priorities and targets.

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