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INFORMATION PAPER

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**Fourth North American, Central American and Caribbean Working Group Meeting  
(NACC/WG/4)**

Ottawa, Canada, 24 to 28 March 2014

**Agenda Item 3: Follow-up on the progress of the NAM/CAR Regional Performance-Based  
Air Navigation Implementation Plan (NAM/CAR RPBANIP)**

**3.1 Global/Regional air navigation developments**

**ICAO GLOBAL AIR NAVIGATION PLAN**

(Presented by Secretariat)

<b>EXECUTIVE SUMMARY</b>	
<i>The Global Air Navigation Plan (GANP) - Doc 9750, while providing the strategic direction for the ICAO technical work programme related to efficiency of global air navigation systems, also serves as guidance for the Planning and Implementation Regional Groups (PIRGs), States, service providers, airspace users and other stakeholders.</i>	
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li><li>• Air Navigation Capacity and Efficiency</li><li>• Environmental Protection</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• Doc 10007 - <i>Report of the Twelfth Air Navigation Conference (2012)</i></li><li>• Doc 9750 – <i>Global Air Navigation Plan</i></li><li>• Doc 9584 - <i>Global Air Traffic Management Operational Concept</i></li><li>• 38<sup>th</sup> ICAO Assembly, 24 September to 4 October 2013, ICAO Headquarters, Montreal, Canada</li></ul>

**1. Introduction**

1.1 An effective global Air Traffic Management (ATM) system achieves interoperability across all ICAO 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. 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 consultation with States and industry stakeholders and reviewed by the Twelfth Air Navigation Conference (AN-Conf/12), the GANP has been restructured 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 Air Navigation Commission (ANC) and changes have been incorporated in its fourth edition.

1.3 The ICAO ANC will review the GANP as part of the triennial work programme, reporting to the ICAO Council one year in advance of each ICAO Assembly. The ANC report will provide a review of global progress made in achieving GANP objectives and will consider lessons learned by States, industry and PIRGs. Following approval by the Council at the ICAO Assembly, the GANP was submitted for endorsement by ICAO Member States.

1.4 As the Global Aviation Safety Plan (GASP) and the Global Air Navigation Plan will form the global strategic directions in the safety and air navigation fields, respectively, a single Assembly Resolution 34/1: *ICAO Global planning for safety and air navigation* was proposed to cover both plans. The resolution comprises consolidated updates to, and supersedes, the current resolution on GASP, as well as the resolution on GANP A37-12: *ICAO Global planning for sustainability*. The full text of the proposed resolution was presented in Appendix B to WP/39 from the Assemble documentation, available on [web site:](http://www.icao.int/Search/pages/results.aspx?sq=1&k=38th%20assembly%20report&s=All%20Sites)  
<http://www.icao.int/Search/pages/results.aspx?sq=1&k=38th%20assembly%20report&s=All%20Sites>

## **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 new 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 The ASBU Modules are supplemented by communications, navigation, surveillance (CNS), avionics and Aeronautical Information Management (AIM) Roadmaps. The AN-Conf/12 agreed that the ASBU modules and associated technology 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 (AN) 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.

2.3 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.

2.4 Once operational analyses and resulting implementations have been completed, the next step calls for AN performance monitoring through an established measurement and reporting strategy.

2.5 The ICAO Council (C199/5) approved the fourth edition of the GANP on 29 May 2013, which is available at the following link: <http://www.icao.int/sustainability/Pages/GANP.aspx>

### **3. Conclusion**

3.1 The Meeting is invited to take note of the fourth edition of the Global Air Navigation Plan.