International Civil Aviation Organization
North American, Central American and Caribbean Office

WORKING PAPER

Twenty-sixth Directors of Civil Aviation of the Eastern Caribbean Meeting (E/CAR/DCA/26)
New Orleans, United States, 1 - 3 December 2015

Agenda Item 6:   Air Navigation Matters
6.1   GREPECAS Update
6.1.3   CAR/SAM Electronic Air Navigation Plan (e-ANP)

CAR/SAM ELECTRONIC AIR NAVIGATION PLAN (eANP)

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This paper presents the progress achieved in the development of the new regional electronic air navigation plan (eANP) with a uniform template, amendment procedures and the action plan for its electronic availability and maintenance online.	
Action:	The suggested actions are presented in Section 5
Strategic Objectives:	• Safety • Air Navigation Capacity and Efficiency • Environmental Protection
References:	• Doc 8733 — *Air Navigation Plan — Caribbean and South American Regions.* • Third Meeting of the Programmes and Projects Review Committee (PPRC/3), (Mexico City, Mexico, 21 to 23 July 2015)

1.   Introduction

1.1   The Council decided on 26 February 1997, that the regional Air Navigation Plans (ANPs) be published in two volumes: a Basic ANP with stable plan material and a Facilities and Services Document (FASID). The last change to the procedures for amendment of ANPs Basic document was approved by the Council on 25 February 1998.

1.2   The Twelfth Air Navigation Conference (AN-Conf/12) approved Recommendation 6/1 — *Regional performance framework – planning methodologies and tools* to align the ANSPs with the fourth edition of the *Global Air Navigation Plan* (GANP) (Doc 9750).

1.3   ICAO established a Working Group (eANP WG), composed of a representative from each Regional Office and ICAO Headquarters, for changing the regional ANPs including a new structure, format and content. The ANPs represent the bridge between, from one side, the global provisions in the ICAO Standards and Recommended Practices (SARPs) and the GANP, and from the other side, the States' national plans and current implementation.

2.   Development of the New Electronic Regional Air Navigation Plan (eANP)

2.1   The eANP WG completed their work submitting the final regional ANP template on 22 April 2014 and the ICAO Council approved the work in June 2014.

2.2   A more detailed description of each eANP Volume, the amendment process to these plans and the web-platform to support its use, are presented in the **Appendix.**

3.   Action plan for Further Development/Approval of the eANP

3.1   In conclusion the following action plan for the development/approval of the eANP is being followed:

ANP volume	eANP activity/task	Responsible	Completion date	Status
Vol I, II & III	Inclusion of existing data on eANP	Regional Offices	September 2014	Completed
Vol I, II & III	Agreement on the content of the eANP	PIRGs/States	Mid 2015	Approved by GREPECAS in Aug 2015
Vol I	Approval of Volume I of eANPs by the Council	Regional Offices/ANB	End 2015	Ongoing : November 2015
Vol II	Approval of Volume II of eANPs by regional agreement involving the relevant PIRG	Regional Offices/PIRGs	End 2015/ January 2016	Valid
Vol III	Development and approval of Part II under PIRG responsibility. Inclusion of Volume III on web-based platform.	Regional Offices/ PIRGs/ANB	1 Quarter 2016	Valid
Consequential amendments	Amendments to existing ICAO documentation related to ANPs to ensure harmonization, including the Regional Office Manual, and review of the applicability of the Uniform methodology for the identification, assessment and reporting of air	ANB	Mid 2015	Valid

Amendment of Documents Related to the Regional Air Navigation Plan

3.2   Evaluation of the ICAO Documents that refer to the Regional ANP: Upon the approval of the new ANP template, consequential amendments would be required to existing ICAO documentation referring to Regional ANPs to ensure harmonization. The Secretariat would conduct this work.

eANP Development Status in NAM/CAR/SAM Regions

3.3   For the initial population of the eANP, the work has been coordinated with the Points of Contact (PoCs) from the ANI/WG to facilitate its corresponding approval and application.

3.4   During the last GREPECAS Meeting, PPRC/3, the following actions were agreed for the approval in two phases and Decision 3/2 was formulated:

        a)   Volumes I and II of the eANP should be completed by the first half of August 2015. Same will be circulated among CAR/SAM States, granting 30 calendar days for its approval through the GREPECAS fast-track procedure. Final approval will be made through the application of ICAO Proposals for Amendment (PfAs) approval procedures.

        b)   For eANP Volume III, the NACC and SAM Regional Offices will integrate the required information concerning performance based implementation regional plans of the CAR (RPBANIP) and SAM (SAM IP) Regions, for the implementation planning of air navigation systems and their modernization, taking into consideration emerging programmes such as the Aviation System Block Upgrade (ASBUs) and associated technology roadmaps described in the Global Air Navigation Plan (GANP). Volume III of eANP will be ready by the first half of October 2015, granting 30 calendar days to States for its approval through GREPECAS fast-track procedure.

3.5   Up to date, some dates have slipped due to additional preparation activities by GREPECAS. Currently, the Vol I is being reviewed for approval by the ICAO ANB and subsequently, the PfA process will start by end of November. In parallel to the Vol I PfA process, Vol II will be reviewed for approval by ANB.

3.6   For the NAM Region, ICAO is in process of creating a Regional Plan, basically consisting of Canada and United States, having made a first planning meeting with the NAM States agreeing on a draft for Volumes I and III, and to prepare a draft for Volume II for 2016. The dates for these works will be defined at the end of May 2015.

3.7   In view of the above and to streamline the development and filling process of the CAR/SAM Regions e-ANP, States are urged to name PoCs for this purpose by filling the following table:

State/Int'l Organization	Name	Position	Email, Telephone number

3.8   Similarly, the Meeting is invited to adopt the following Conclusion:

CONCLUSIÓN
E/CAR/DCA/26/xx   **DEVELOPMENT AND APPROVAL OF THE CAR/SAM REGIONS e-ANP**

That, in order to streamline the development and approval process of the CAR/SAM Regions eANP:

a)   e-ANP PoCs for the E/CAR, coordinate with the ICAO NACC Regional Office the updates and national requirements to be included in the CAR/SAM Regions eANP; and

b)   E/CAR States coordinate with ICAO the approvals or Proposals for Amendments (PfAs) that will be sent by ICAO according to the action plan for the CAR/SAM Regions e-ANP.

4.   Conclusion

4.1   The eANPs will link the global strategy proposed in the GANP with the requirements and air navigation regional priorities, and will allow to follow-up on the implementation and the achievements proposed by the ASBUs.

5.   Suggested Actions

5.1   The Meeting is invited to:

a)   take note of the development, amendment procedures and action plan proposed for the eANPs;

b)   complete the PoCs information requested in paragraph 3.7, and adopt the conclusion proposed in paragraph 3.8 to streamline the coordination and information with the ICAO NACC Regional Office and States for the eANP development and approval; and

c)   agree any other action as deemed appropriate by the Meeting.

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APPENDIX
DESCRIPTION OF THE NEW ELECTRONIC REGIONAL AIR NAVIGATION PLAN (EANP)

The objectives and purpose of regional Air Navigation Plans (ANPs) are the following:

- the ANPs define the planning and implementation of air navigation systems within a specified region(s), 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
- 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)
- 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 related with procedures are published in the ICAO Regional Supplementary Procedures (SUPPs) (Doc 7030)
- 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
- the ANPs may serve as a basis for air navigation service 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)
- the ANPs support the performance-based approach to planning adopted by ICAO to measure the efforts made by States in implementing the agreed requirements.

Template

1.   ***Format and Table of Contents of the eANP***: ANP data related to air navigation facilities and services can 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, the amendment of which require approval by the Council, 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), and Volcanic Ash Advisory Centres (VAAC), Tropical Cyclone Advisory Centres (TCAC), and Volcano Observatories (VO).

   b)   Volume II should contain dynamic plan elements, the amendment of which does not require approval by the Council (approval is by regional agreement involving the relevant PIRG), 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 ASBUs and associated technology roadmaps described in the GANP. 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 Volume III would not require approval by the Council (approval of Part II is under the responsibility of the relevant PIRG).

2.   ***Description of the contents of the eANP:*** The general structure of the technical Parts of Volumes I and II (Airport operator (AOP), Communications, Navigation and Surveillance (CNS), Air Traffic Management (ATM), Meteorology (MET)) Search and Rescue (SAR) and Aeronautical Information Management (AIM)) would consist of:

    a)   introduction;
    b)   general regional requirements; and
    c)   specific regional requirements.

3.   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.

4.   It is highlighted that, the Statement of Basic Operational Requirements and Planning Criteria (BORPC) is not included in the new eANP, as with the revised GANP, because it repeated information published in other ICAO publications and was considered duplication as well as obsolete. The BORPC was replaced with the "General" and "Specific" requirements in Volumes I and II that include the relevant planning principles of BORPC to be retained in the ANP. With regard to the table/database on ATS Routes, it was agreed that the PIRGs would decide on the need for a table/database and/or Chart on ATS Routes for their regions and on the associated mechanisms for maintaining this table/database under Specific Regional Requirements of Part IV – ATM of Volume II.

5.   The information contained in Volume III would be related to implementation monitoring, planning and/or guidance. Volume III will contain the information agreed in the NAM/CAR Regional Performance Based Air Navigation Implementation (RPBANIP), regarding the regional priorities, adopted ASBU modules, indicators and targets. The Volume III structure will be simple and will consist of:

    a)   Parte 0 – Introduction;
    b)   Parte I – General Planning Aspects (GEN); and
    c)   Parte II – Air Navigation System Implementation.

6.   A table for inclusion in Part I of Volume III to define a minimum set of implementation 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 in all 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

7.   A revised procedure for amendment of the eANP using a web-based platform is proposed. 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 (approval by Council) and the current amendment procedure of the Facilities and Services Implementation Document (FASID) (with minor changes) would be applicable to Volume II (approval by regional agreement involving the relevant PIRG). 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 and Part II would require approval under the responsibility of the relevant PIRG.

8.   It is highlighted 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 with the transfer of the corresponding information from current volumes Basic and FASID to the new volumes I and II in accordance with the procedures for amendment.

Development of the eANP on a web-based platform

9.   ***Web-based platform for eANP***: In view of the agreed format of the eANP, it is considered that the current ANP application under SPACE (iSTARS 2.0 website) could be used as the basis for the development of the eANP web-based platform with some improvements.

10.   Focal points designated by States and international organizations would be given access to the ANP web-based platform to develop and submit proposals for amendments (PfAs) to the ANP of each region concerned as per corresponding procedures for amendment and the public would be given read-only access to the ANPs.

11.   The access to the eANP through the web-based platform would facilitate the consultation of the ANPs 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 to States to plan while increasing the possibility to enhance coordination, particularly for States in the interface area with adjacent regions.

12.   The prototype web-based platform is available at ICAO SPACE: https://portal.icao.int/space/ANP/Pages/eANP.aspx

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