ANI/WG/3 — WP/04
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Third NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG/3)
Mexico City, Mexico, 4 to 6 April 2016

Agenda Item 3: **Global/Regional Air Navigation Developments**
3.3 **Regional Electronic Air Navigation Plan (eANP) implementation**

FOLLOW-UP TO THE DEVELOPMENT OF THE ELECTRONIC REGIONAL AIR NAVIGATION PLAN (eANP)

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This paper presents a follow-up to the activities for the development of the new regional Electronic Air Navigation Plan (eANP), including the amendment procedure ongoing and the action plan for its electronic availability and maintenance online.	
Action:	The suggested actions are presented in Section 3.
Strategic Objectives:	- Safety - Air Navigation Capacity and Efficiency - Environmental Protection
References:	Doc 8733 — *Air Navigation Plan — Caribbean and South American Regions.*

1. Introduction

1.1 Following 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), ICAO conducted since 2013 and 2014 several activities through the *ad-hoc* of the eANP Working Group resulting in the adoption of regional ANP template in 22 April 2014, that included changes to the regional ANPs with a new structure, format and content.

1.2 During 2013 and 2014, the Secretariat submitted papers at Planning and Implementation Regional Groups (PIRGs) including the CAR/SAM Planning and Implementation Regional Group (GREPECAS) and other regional air navigation related meetings in order to keep States informed of the new ANP template. States expressed their support for this initiative.

1.3   A more detailed description of each eANP Volume, the objectives of the eANP, the amendment process to this plan and the projected web-platform to support its use are presented in **Appendix A.**

2.   Discussion

Follow up of the Activities for the CAR/SAM eANP

2.1   Based on the coordination between the NACC and the SAM Regional Offices, the following Action Plan was agreed. Similarly comments and updates are included:

ANP volume	eANP activity/task	Responsible	Completion date	Status up to 10 March 2016
Volume I, II & III	Inclusion of existing data on eANP	Regional Offices	September 2014	• Population of Volume I and Volume II: : Completed • General content and layout of Volume III: completed
Volume I, II & III	Agreement on the content of the eANP	PIRGs/States	Mid 2015	• GREPECAS through the fast-track mechanism approved Volume I and Volume II (Ref. EMX 0883 dated 27 Aug 2015) • Volume III is on draft
Volume I	Approval of Volume I of eANPs by the Council	Regional Offices/ANB	End 2015	Because of a second round of review by the States (ref. NACC59436 dated 10 February 2016), the whole approval process has taken more time than scheduled. A new deadline for this action is end of March 2016
Volume II	Approval of Volume II of eANPs by regional agreement involving the relevant PIRG	Regional Offices/PIRGs	End 2015	Volume II approval process will start once the Volume I approval is granted and after the respective review time by States. The new deadline is end of June 2016
Volume III	Development and approval of Part II under PIRG responsibility. Inclusion of Volume III on web-based platform.	Regional Offices/ PIRGs/ANB	End 2015	The Volume III will be rescheduled to consider several changes in the ASBU material and the 5th Edition of the GANP. Rescheduled for 2017 An initial web-based platform will be implemented by the end of 2016

ANP volume	eANP activity/task	Responsible	Completion date	Status up to 10 March 2016
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 navigation deficiencies to the new ANP.	ANB	Mid 2015	Ongoing

2.2   The review process of the eANP has been supported by the CAR Region designated Points of Contact (PoCs) for the eANP (**Appendix B**).

2.3   The consequential amendments to existing ICAO documentation related to the ANPs, had been identified in:

- Annex 12- Search and Rescue
- Doc 8126- Aeronautical Information Services Manual
- Doc 8144-AN/874/6- Directives to Regional Air Navigation Meetings and Rules of Procedures for their Conduct
- Doc 8896- Manual of Aeronautical Meteorological Practice

2.4   In parallel to the Volume I and Volume II activities, ICAO is working on four areas for future inclusion into the eANP:

- The Flight Information Region/Upper flight Information Region (FIR/UIR) coordinates to be included in the ANP, as well as the related electronic charts. The final goal or product would look like "*Jeppesen view of electronic charts*", with different layers for the different tables in the ANP (one of the layers will show for instance the international aerodromes in the AOP Table), although ONLY DATA approved by Council (data in the ANP) will be in these charts. The process will be done by Region starting with the NAT Region.

- eANP Volume III: it would be beneficial for everybody if Volume III template could be aligned with this Global Air Navigation Plan (GANP) update. This implies for instance the reflection of a performance-based approach in the Volume or the new 'Basic Building Blocks framework' among other things.

- Translation of ANP: scheduled for medium term.

- Functionalities of the electronic ANP: under development.

eANP Development Status for NAM Region

2.5   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 the work will be defined later. A follow-up Meeting for this development of the NAM eANP will be conducted in 7-8 April 2016.

3.   Suggested Actions

3.1   The Meeting is invited to:

a)   take note of the development, amendment procedures and action plan proposed for the eANPs for the CAR/SAM and NAM regions;

b)   review the list of designated PoCs for any change or amendment in this membership; and

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

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APPENDIX A

DESCRIPTION OF THE NEW ELECTRONIC REGIONAL AIR NAVIGATION PLAN (eANP) TEMPLATE

___Consideration___**:** The regional ANPs are still needed and represented 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:

a)   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 region(s). 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 status of air navigation facilities and services was not part of the scope and objectives of the current ANP;

b)   taking into account Recommendation 1/2 - *Implementation* of the AN-Conf/12, as well as the new developments related to the performance based approach, the Aviation System Block Upgrades (ASBUs) methodology, etc., it was agreed that the new ANP should also include elements related to the monitoring of the status of implementation, at least related to the ASBU modules;

c)   a clear separation between the mandatory requirements and the optional/selective or preferable measures based on the ASBU methodology should be included in the ANP; and

d)   the need to identify the elements included in the current ANPs which were no longer required.

___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.

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.

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APPENDIX B
eANP POINTS OF CONTACT

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No es Estado C/CAR pero se registrará en la lista PoC e-ANP

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