



ICAO

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WORKING PAPER

E/CAR/NTG/9 & E/CAR/RD/7 — WP/11  
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**Ninth Eastern Caribbean Network Technical Group (E/CAR/NTG/9) and  
Seventh Eastern Caribbean Radar Data Sharing Ad hoc Group (E/CAR/RD/7) Meetings**  
On-line, 14 and 15 July 2020

**Agenda Item 7: Other Business**

**NEW VERSION OF THE GLOBAL AIR NAVIGATION PLAN (GANP)**

(Presented by the Secretariat)

<b>EXECUTIVE SUMMARY</b>	
The new version of the Global Air Navigation Plan (GANP) provides information and tools to support States in their Air Navigation Implementations. It is available under the following link: <a href="https://www4.icao.int/ganpportal/">https://www4.icao.int/ganpportal/</a>	
<b>Action:</b>	Suggested actions are presented in Section 3.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li><li>• Air Navigation Capacity and Efficiency</li><li>• Economic Development of Air Transport</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• Global Air Navigation Plan Sixth Edition (GANP 6th Ed.) ICAO Document 9750 <a href="https://www4.icao.int/ganpportal/">https://www4.icao.int/ganpportal/</a></li><li>• Reference framework of the Basic Building Blocks (BBB) <a href="https://www4.icao.int/ganpportal/BBB">https://www4.icao.int/ganpportal/BBB</a></li><li>• Aviation System Block Upgrade (ASBU) Reference Framework <a href="https://www4.icao.int/ganpportal/ASBU">https://www4.icao.int/ganpportal/ASBU</a></li><li>• Electronic Air Navigation Plan (e-ANP) Volume I and II <a href="https://www.icao.int/NACC/Pages/namcar-eANPV1.aspx">https://www.icao.int/NACC/Pages/namcar-eANPV1.aspx</a></li><li>• Global Aviation Safety Plan (GASP) ICAO Document 1004</li><li>• Global Aviation Security Plan (GASep) ICAO Document 1004</li></ul>

**1. Introduction**

1.1 The Global Air Navigation Plan (Doc 9750) is the ICAO's highest air navigation strategic document and the plan to drive the evolution of the global air navigation system, in line with the Global Air Traffic Management Operational Concept (GATMOC, Doc 9854) and the Manual on Air Traffic Management System Requirements (Doc 9882). It also supports planning for local and regional implementation.

1.2 In order to better communicate with technical and high-level managers and to not leave any State or stakeholder behind, a multilayer structure, tailored for the various audiences, is proposed for the sixth edition of the GANP. This multilayer structure of four layers; two global levels, a regional level and a national one, would also provide a framework for alignment of regional, sub-regional and national plans.

1.3 The GANP is an important planning tool for setting global priorities to drive the evolution of the global air navigation system and ensure that the vision of an integrated, harmonized, globally interoperable and seamless system becomes a reality.

1.4 The new version provides 2019 and update of the GANP based in a multilayer structure:

1. Global Strategic
2. Global Technical
3. Regional
4. National



1.5 The main purpose of the new GANP version is enhance performance of the air navigation system through safety, operational, interoperability and low cost implementation.

**High social visibility**

- Safety
- Security
- Environment

**Medium social visibility:**

- Operational
- Capacity
- Efficiency
- Predictability
- Flexibility
- Cost- Effectiveness

**Low social visibility: basis**

- Access and equity
- Interoperability
- Participation by the ATM community

1.6 Global Strategic layer is the GANP: <https://bit.ly/3gZZONf>

1.7 Globally Technical Layer: includes two technical frameworks, the basic building blocks (BBBs) and Aviation System Block Upgrades (ASBUs), with its associated performance framework, which includes performance objectives and key performance indicators (KPIs). The BBB framework outlines the foundation of a robust air navigation system. It can also be viewed as the commitment of the State, under the Convention on International Civil Aviation (Doc 7300), to provide essential air navigation services for the safe and orderly conduct of international civil aviation.- and regionally-harmonized, mutually-accepted measures are essential. Such measures should be compatible with safety and

security requirements; proportionate to the improvement of public health; flexible where possible to allow for a viable economic recovery. <https://www4.icao.int/ganpportal/BBB>

1.8 Regional layer: is address to regional objectives and goals according with regional interoperability and needs. E-ANP Volume I and II integrate all information and CNS infrastructure and operative capability of the region.

1.9 National layer: include national aviation need, according with National Air Navigation Plan, including information from different stakeholders.

## **2. Discussion**

2.1 It is necessary that the States know the scope and guidelines provided through the new version of the GANP and that they establish the necessary mechanisms to:

1. Stablish a process to update their National air navigation plan: <https://www.icao.int/NACC/Pages/regional-group-ASBUb.aspx>
2. Integrate their navigation need, taking into account their interoperability and coordination needs.
3. Stablish a mechanism to development future air navigation projects.

## **3. Suggested actions**

3.1 The Meeting is invited to:

- a) review information under provides under the WP;
- b) update e-ANP Volume I and II according with their actual operations and infrastructure.
- c) integrate GANP approach to new project implementation; and
- d) any other action.