



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

A UN SPECIALIZED AGENCY

Module 1 - ICAO Global Air Navigation Planning

Module 1

ICAO Global Air Navigation Planning

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Management and Search and Rescue

OBJECTIVE



- Upon completion of this module, participants will recognize the ICAO global air navigation planning mechanism and will be familiar with the seventh edition of the ICAO global air navigation plan and its updating initiatives.

ICAO STRATEGIC OBJECTIVES



Source: ICAO

SUSTAINABLE DEVELOPMENT GOALS

1 NO POVERTY 	2 ZERO HUNGER 	3 GOOD HEALTH AND WELL-BEING 	4 QUALITY EDUCATION 	5 GENDER EQUALITY 	6 CLEAN WATER AND SANITATION 
7 AFFORDABLE AND CLEAN ENERGY 	8 DECENT WORK AND ECONOMIC GROWTH 	9 INDUSTRY, INNOVATION AND INFRASTRUCTURE 	10 REDUCED INEQUALITIES 	11 SUSTAINABLE CITIES AND COMMUNITIES 	12 RESPONSIBLE CONSUMPTION AND PRODUCTION 
13 CLIMATE ACTION 	14 LIFE BELOW WATER 	15 LIFE ON LAND 	16 PEACE, JUSTICE AND STRONG INSTITUTIONS 	17 PARTNERSHIPS FOR THE GOALS 	 SUSTAINABLE DEVELOPMENT GOALS

ICAO Global Plans



The GANP brings the aviation community together to achieve an agile, safe, secure, sustainable, high-performing and interoperable global air navigation system.



The purpose of the GASP is to continually reduce fatalities, and the risk of fatalities, by guiding the development of a harmonized aviation safety strategy and developing and implementing regional and national aviation safety plans.

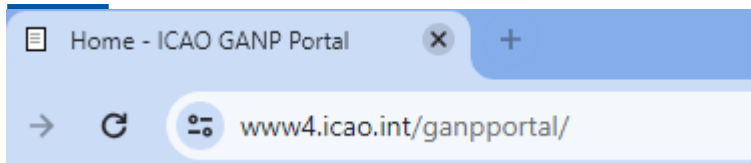


The GAsEP provides the foundation for States, industry, stakeholders and ICAO to work together with the common goal of enhancing aviation security worldwide.

Global Air Navigation Plan

- 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).
- Developed in collaboration with and for the benefit of stakeholders, the GANP is a key contributor to the achievement of ICAO's Strategic Objectives and has an important role to play in supporting the United Nations 2030 Agenda for Sustainable Development.
- The content of the GANP is organized into a multilayer structure with each layer tailored to different audiences.
- The four-layer structure is made up of global (strategic and technical), regional and national levels, and provides a framework for alignment of regional, sub-regional and national plans.





ICAO GANP PORTAL



Global Strategic ▾ Global Technical ▾ Regional ▾ National ▾ Logout

WELCOME TO THE GLOBAL AIR NAVIGATION PLAN PORTAL

The GANP Portal is a web portal where all aviation stakeholders will be able to find the most relevant information related to the Seventh edition of the GANP



MULTILAYER STRUCTURE OF THE GANP

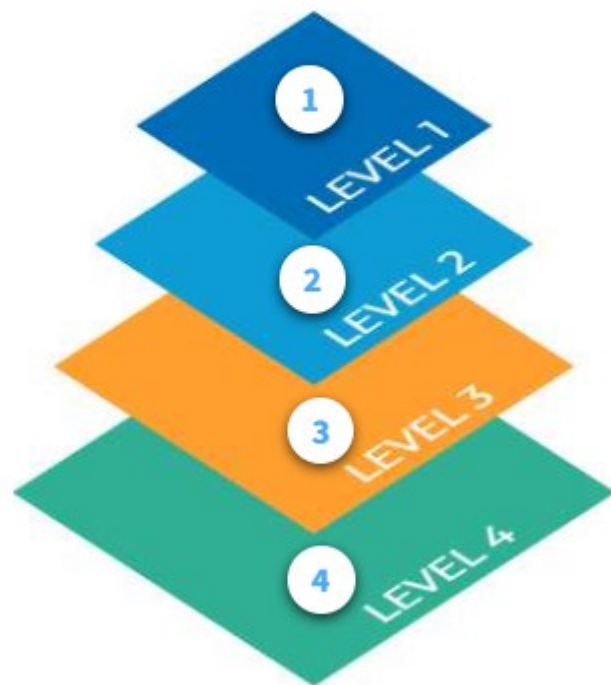
Click a level to navigate

GLOBAL STRATEGIC

GLOBAL TECHNICAL

REGIONAL

NATIONAL



Global Strategic

GLOBAL STRATEGIC

Provides high-level strategic directions for decision makers to drive the evolution of the global air navigation system towards a common agreed vision.



GANP DOCUMENT

MULTILAYER STRUCTURE OF THE GANP

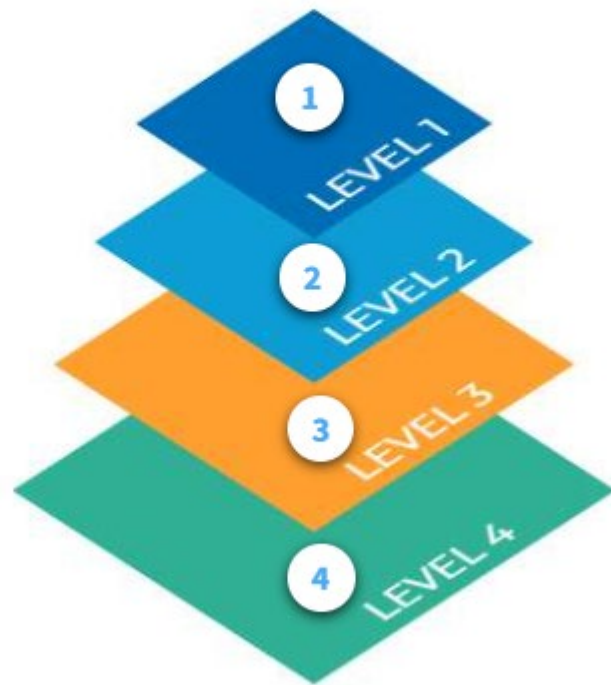
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GLOBAL STRATEGIC

GLOBAL TECHNICAL

REGIONAL

NATIONAL



Global Technical

GLOBAL TECHNICAL ×

Supports technical managers in planning the implementation of basic air navigation services and new operational improvements in a cost-effective manner.

ASBUs AN-SPA BBBs

MULTILAYER STRUCTURE OF THE GANP

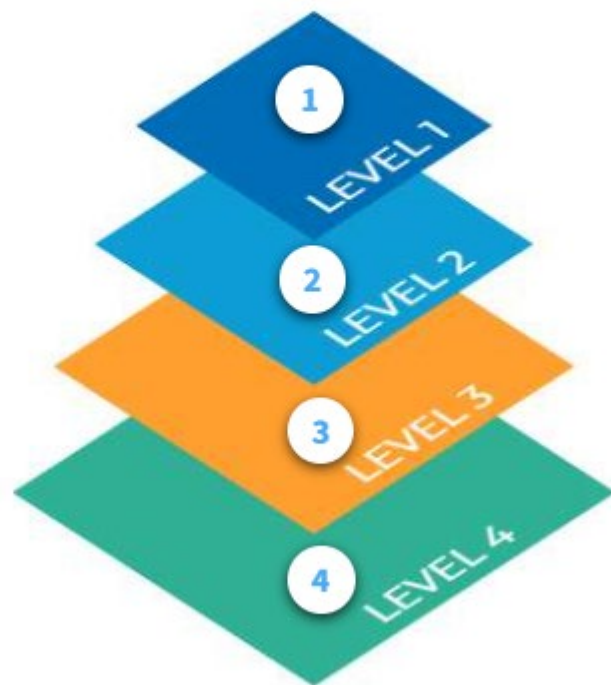
Click a level to navigate

GLOBAL STRATEGIC

GLOBAL TECHNICAL

REGIONAL

NATIONAL



Regional

REGIONAL ×

Addresses regional and sub-regional needs aligned with the global objectives.



AFI ANP



APAC ANP



EUR ANP



MID ANP



NAM ANP



NAT ANP



CARSAM ANP

MULTILAYER STRUCTURE OF THE GANP

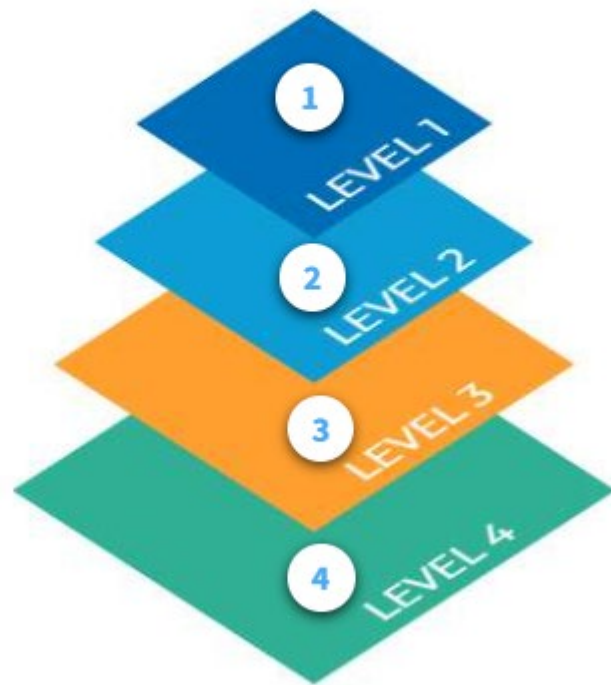
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GLOBAL STRATEGIC

GLOBAL TECHNICAL

REGIONAL

NATIONAL



National

NATIONAL

Development by States, in coordination with relevant stakeholders, of air navigation plans aligned with regional and global plans.



NANP
TEMPLATE



CBA
CHECKLIST

ROLES AND RESPONSIBILITIES

States	+
ICAO and other aviation standards making organizations	+
The Planning and Implementation Regional Groups (PIRGs)	+
The aerodrome community	+
Air navigation service providers and information service providers	+
Airspace users	+
State aviation	+
Manufacturing industry	+
Research and development organizations	+
International organizations including professional staff organizations	+

- PIRGS are key to the success of the GANP since they provide the medium-term planning and implementation horizon to States and other stakeholders.
- PIRGs are responsible for the regional level of the GANP. Based on regional performance and operational needs, differences, constraints and opportunities, PIRGs are responsible for defining regional planning and implementation priorities, aligned with the GANP, through Volumes I, II and III of air navigation plans. They are also responsible for the identification of air navigation deficiencies taking into account the air navigation plans.
- Following the change management process, PIRGs can contribute to the development of the GANP by proposing amendments to the ASBU framework based on lessons learned from their implementation challenges and experience.

GANP Update cycle

The ICAO Assembly, at its 39th Session, agreed on the expansion of the GANP lifecycle through *three-year minor and six-year major* updates, as relevant, in order to provide for stability

2019

ICAO Assembly 40th Session endorsed the sixth edition of the GANP

2022

ICAO Assembly 41st Session endorsed the seventh edition of the GANP

2024

AN-CONF/14

2025

Eighth edition of the GANP

GANP major update

GANP 7th Edition

What's new or changed?



Update of the GANP performance framework – Safety



Maps the essential services outlined in the Basic Building Block (BBB) framework to the Protocol Questions (PQs) of the Universal Safety Oversight Audit Programme (USOAP).











Minor updates to the BBB and the Aviation System Block Upgrade (ASBU) frameworks

UPDATE OF THE GANP PERFORMANCE FRAMEWORK

SUMMARY OF THE GANP PERFORMANCE AMBITIONS “A high performing system by 2040 and beyond”	
KPA	Ambition
ACCESS AND EQUITY	No aviation community member excluded or treated unfairly.
CAPACITY	Nominal capacity easily scalable with demand.
	Disruptive events do not interrupt service provision and do not significantly affect the performance of the system.
COST-EFFECTIVENESS	No increase of total direct ANS cost while maintaining the safety and quality of service.
	Significant increase of ANS productivity, irrespective of demand.
EFFICIENCY	Reduction of the gap between the flight efficiency achieved and the desired optimum trajectory of airspace users.
ENVIRONMENT	ANS-induced inefficiencies to be progressively removed to contribute to the global ICAO aspirational goals for CO ₂ emissions.
	To benefit from achieved flight efficiency gains.
FLEXIBILITY	To absorb required changes to individual business and operational trajectories.
INTEROPERABILITY	Essential at an operational and technical level.
PARTICIPATION BY THE ATM COMMUNITY	Pre-agreed level of participation to make the maximum shared use of the air navigation resources.
PREDICTABILITY	No increase in ANS delivery variability including asset availability.
SAFETY	Achieve continual safety performance improvement in aviation in each ICAO region
SECURITY	Zero significant disruptions due to cyber incidents

UPDATE OF THE GANP PERFORMANCE FRAMEWORK

KPI20	Number of aircraft accidents	 
KPI21	Number of runway incursions	 
KPI22	Number of runway excursions	 
KPI23	Number of airprox/TCAS alert/loss of separation/near midair collisions/midair collisions (MAC)	 





Thank You!