

WORKING DRAFT OF

NORTH ATLANTIC AIR NAVIGATION PLAN

BASIC ANP, DOC 9634

RECORD OF AMENDMENTS

Note: A consolidated text of this section, containing the following approved amendments to the NAT ANP, will be officially disseminated on an annual basis. This document is produced solely as reference material to assist States in the preparation of proposals for amendment to the NAT ANP.

AMENDMENTS

P. f. Amdt. Serial No.	Originator	Date Approved	Date Entered
EUR/NAT 06/9	Sec Gen	15/12/2008	23/12/2008
EUR/NAT 10/20	Sec Gen	12/07/2010	24/08/2010
EUR/NAT 10/33	Sec Gen	17/12/2010	06/01/2011
EUR/NAT 12/07	Sec Gen	22/03/2012	13/04/2012

P. f. Amdt. Serial No.	Originator	Date Approved	Date Entered

PROPOSAL FOR AMENDMENT OF THE ICAO NAT AIR NAVIGATION PLAN

(Serial No.: EUR / NAT 06/09 – GEN/AOP/CNS/ATM/MET/SAR/AIS)

a) **Plan:**

Basic Air Navigation Plan – North Atlantic Region (Doc 9634, Trial Edition, 1995)

b) **Proposed Amendment:**

Replace the existing trial edition of the NAT Basic ANP, (Doc 9634) with the **Appendix**.

c) **Originated by:**

The Secretary General

d) **Originator's reason for amendment:**

The current NAT ANP (Doc 9634) and FASID (Doc 9635) had been approved by the Council subsequent to the Limited NAT Regional Air Navigation (LIM NAT RAN) Meeting (Cascais, 1992). Following which, the ANP and FASID were published as trial documents in 1995. Since then, several global activities have taken place that have had a direct bearing on the document. The format of the document also needed to be refined in the light of decisions of other RAN meetings and the 11th Air Navigation Conference. In follow up to NAT SPG/38, a task force was set up to review and update the NAT Basic ANP and FASID in 2003 (NAT SPG Conclusion 38/21 refers).

e) **Intended date of implementation:**

As soon as practicable after approval.

f) **Proposal circulated to the following States and organizations:**

Argentina	India	Senegal
Austria	Ireland	Spain
Bahamas	Israel	Sweden
Belgium	Japan	Switzerland
Brazil	Luxembourg	Turkey
Canada	Mexico	United Kingdom
Cote d'Ivoire	Morocco	United States
Cuba	Netherlands	
Czech Republic	Nigeria	IACA
Denmark	Norway	IAOPA
Finland	Poland	IATA
France	Portugal	IBAC
Germany	Romania	IFALPA
Greece	Russian Federation	IFATCA
Iceland	Saudi Arabia	

g) Secretariat's comments:

1. This proposal for amendment was endorsed by NAT SPG/41 (Conclusion 41/27 refers).
 2. The most substantial amendments refer to:
 - a) Incorporation of CNS/ATM systems requirements, following to the extent possible, the model established by the Third Caribbean/South American RAN Meeting (CAR/SAM/3 (1999)).
 - b) Replacement of references to elements of the NAT ATM Concept of Operations that had been endorsed by the LIM NAT RAN meeting of 1992 by elements of the Global ATM Operational Concept.
 3. This proposal for amendment also incorporates:
 - a) The Statement of Basic Operational Requirements and Planning Criteria (BORPC) which was approved by the Air Navigation Commission (ANC) on 22 February 2005, and
 - b) Amendment proposal to the Part VI-MET (Serial no: EUR/NAT 04/15-MET) which was approved by the President of the Council on 24 February 2005.
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NORTH ATLANTIC BASIC AIR NAVIGATION PLAN, DOC 9634

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INTRODUCTION

GENERAL

1. Air navigation plans (ANP) set forth in detail the facilities, services and procedures required for international air navigation within a specified area. Such plans contain recommendations 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.
2. On 26 February 1997, the ICAO Council decided that the regional air navigation plans (ANPs) should be published in two volumes: a Basic ANP and a facilities and services implementation document (FASID). It was agreed that the Basic ANP would contain stable plan material such as:
 - a) the geographical area constituted by the flight information regions (FIRs) covered by the plan;
 - b) the basic operational requirements and planning criteria (BORPC), as approved by the Air Navigation Commission (ANC) for application in all regions; and
 - c) the latest planning and implementation guidance formulated for the region through recommendations by regional air navigation (RAN) meetings.
3. It was agreed that the FASID would set forth the dynamic material from the plan constituted by the facilities and services required for international air navigation within the specified area. The FASID would also include appropriate additional guidance, particularly with regard to implementation, to complement the material contained in the Basic ANP.
4. In geographical scope the NAT ANP is related to the North Atlantic ICAO air navigation region. The plan may call for the provision of basic facilities and services beyond the charted boundaries of a region where such facilities and services are necessary to meet the requirements of international air navigation within that region.

INTRODUCTION OF CNS/ATM ELEMENTS INTO THE PLAN

5. The traditional focus of a regional ANP has been to cover the facilities and services required for a period of five years. However, with the introduction of CNS/ATM systems, with longer planning horizons, it is recognized that CNS/ATM planning and implementation elements will be introduced progressively into the NAT ANP. Such introduction of CNS/ATM planning elements is guided by the ICAO Global Air Navigation Plan for CNS/ATM Systems, which has been developed so that it has a clear and functional relationship with the regional ANPs. The evolution and development of the NAT ANP will also be guided by the ATM Operational Concept as endorsed by the 11th Air Navigation Conference (Montreal, 22 September – 3 October 2003) and as amended from time to time.

STATES' RESPONSIBILITIES

6. Each Contracting State is responsible for the provision of facilities and services in its territory under Article 28 of the Convention. The Council has recommended that these facilities and services include those specified in the air navigation plans.

7. Inclusion in air navigation plan documents of basic facilities and services in non-Contracting States and territories is simply a recognition that they are needed by or likely to affect international civil aircraft operations of Contracting States or the facilities and services of these States.

AIR NAVIGATION PLAN — NAT REGION

8. This basic air navigation plan document presents in general terms the ICAO plan for the provision of facilities and services for international air navigation in the ICAO North Atlantic region. It has incorporated in an evolutionary manner requirements emanating from introduction of the ICAO Global Air Navigation Plan for CNS/ATM Systems. The companion document to this plan, the NAT facilities and services implementation document (FASID) includes detailed information on States' facilities, services, and plans for implementation. Facilities and services outside of the prescribed regional boundaries may also have been included in order to maintain the integrity of "systems" and to ensure in so far as possible that all the facilities and services required are listed in the document.

9. Most of the contents originated from recommendations of the following regional air navigation meetings:

- LIM NAT (COM/MET/RAC) RAN (Cascais, Portugal, November 1992);
- Special North Atlantic (Montreal, February-March 1965);
- Fifth North Atlantic (Montreal, April 1970);
- Sixth European-Mediterranean (Geneva, November 1971);
- Special North Atlantic/Pacific (LORAN-A) (Montreal, November 1974);
- Limited North Atlantic (1976) (Montreal, August-September 1976).

10. The statement of basic operational requirements and criteria for regional planning on which the plan is based is found in Part I — BORPC. In addition, planning in the North Atlantic Region is based on traffic forecasts which are compiled by the North Atlantic Traffic Forecasting Group (NAT/TFG). Part II — GEN of the FASID contains detailed information on traffic forecasting in the NAT Region.

11. It should also be noted that the NAT ANP, does not list all facilities in the region but only those required for international civil aviation operations. Aeronautical information publications, NOTAM and other State documents should be consulted for information on additional facilities and for operational information in general.

DEVELOPMENT OF A COMMUNICATIONS, NAVIGATION, SURVEILLANCE AND AIR TRAFFIC MANAGEMENT (CNS/ATM) SYSTEM FOR THE NORTH ATLANTIC REGION

12. The future NAT ATS System should provide for improved regularity and efficiency of air traffic with same or higher level of safety as that of the present system. Air traffic services in the NAT region must function as a single system. Any differences between the ground systems should be transparent to the user.

13. The future NAT ATS System should be developed on a system basis and in balance with other parts of the overall air navigation infrastructure. The required changes should be introduced in an evolutionary manner.

14. The future NAT ATS System should be designed to minimise adverse effects on the environment.

15. The concept should be adaptable to the particular requirements in the various parts of the NAT Region and there should be no disparity in the level of service to a degree, which is detrimental to the expeditious flow of air traffic. System development must be harmonized to enable future technologies to be accommodated in a consistent fashion throughout the region. The system must also be compatible at the interfaces with the ATS Systems in adjacent Regions.
16. All proposals, including transition from HF to satellite communication, should be considered in the light of the likely financial implications for users and providers and due regard should be given to possible alternative solutions and operational cost/benefit considerations.
17. Orderly transition from the present system to the future concept, including adequate lead times, is of primary importance. However, the concept should allow for flexibility in implementation under the guidance of the NAT SPG and changes in user requirements.
18. The concept developed should be described in sufficient detail to provide the necessary guidance for detailed work in relation to planning for and implementation of facilities and services in the NAT Region.
19. The future NAT ATS System should take into account the need to achieve maximum economy of flight operations and the need for compatibility between the air-borne and ground systems. It should also permit the optimum exploitation of the capabilities of advanced airborne equipment. Aircraft with lower navigation performance and communications capability will continue to operate in some parts of the NAT Region.
20. All foreseeable civil and military requirements, should be taken into account when system capacity is defined.
21. Due account should be taken of new technology foreseeable in the air navigation field in the time-scale under consideration.
22. The costs of air navigation systems elements are to be included in the cost basis for air navigation services charges and, where relevant, airport charges, and recovered in accordance with the principles contained in the *Convention on International Civil Aviation* (Doc 7300) and in *ICAO's Policies on Charges for Airports and Air Navigation Services* (Doc 9082).

PROCEDURE FOR THE AMENDMENT OF REGIONAL PLANS, INCLUDING FASID MATERIAL

23. The Basic ANP and FASID may be amended by a regional air navigation meeting or by following the amendment procedures below. Changes to traffic forecasts in Part II — GEN of the FASID do not require formal amendment.

**PROCEDURE FOR THE AMENDMENT OF APPROVED
BASIC AIR NAVIGATION PLANS**

Approved by Council on 25 February 1998

1. Introduction

The procedure outlined below has been evolved to provide a means of maintaining basic regional plans in a current condition by correspondence.

2. General criteria

2.1 The Assembly has resolved that regional plans shall be revised when it becomes apparent that they are no longer consistent with current and foreseen requirements of international civil aviation and that, when the nature of a required change permits, the associated amendment of the regional plan shall be undertaken by correspondence between the Organization and the Contracting States and international organizations concerned.

2.2 When a State cannot immediately implement a particular part or a specific detail of a regional plan, although it intends to do so when practicable, this in itself should not cause the State to propose an amendment to the plan.

3. Procedure

3.1 If, in the light of the above criteria, any Contracting State (or group of States) of a region wishes to effect a change in the approved basic air navigation plan for that region it should propose to the Secretary General, through the regional office accredited to that State, an appropriate amendment to the plan, adequately documented; the proposal should include the facts that lead the State to the conclusion that the amendment is necessary. Such amendments may include additions, modifications or deletions. (This procedure does not preclude a State having previous consultation with other States before submitting an amendment proposal to the regional office.)

3.2 The Secretary General will circulate the proposal, adequately documented, with a request for comments to all provider and user States of the region considered affected as well as to user States outside the region and international organizations which may be invited to attend suitable ICAO meetings and which may be concerned with the proposal. If, however, the Secretary General considers that the proposed amendment conflicts with established ICAO policy, or that it raises questions which the Secretary General considers should be brought to the attention of the Air Navigation Commission, the proposal will be first presented, adequately documented, to the Commission. In such cases, the Commission will decide the action to be taken on the proposal.

3.3 If, in reply to the Secretary General's inquiry to States and selected international organizations, no objection is raised to the proposal by a date specified, the proposal shall be submitted to the President of the Council, who is authorized to approve the amendment on behalf of the Council.

3.4 If, in reply to the Secretary General's inquiry to States and selected international organizations any objection is raised, and if objection remains after further consultation, the matter will be documented for formal consideration by the Air Navigation Commission. If the Commission concludes that the amendment is acceptable in its original or other form, it will present appropriate recommendations to the Council.

3.5 Proposals for the amendment of regional plans submitted by international organizations directly concerned with the operation of aircraft, which may be invited to attend suitable ICAO meetings and which attended the meeting(s) where the relevant plan was prepared, will be dealt with in the same manner as those received from States, except that, before circulating a proposal to States and selected international

organizations pursuant to 3.2 above, the Secretary General will ascertain whether it has adequate support from the State or States whose facilities will be affected. If such support is not forthcoming, the proposal will be presented to the Commission, and the Commission will decide on the action to be taken on the proposal.

3.6 Proposals for the amendment of regional plans may also be initiated by the Secretary General provided that the State or States whose facilities will be affected have expressed their concurrence with the proposal.

3.7 Amendment to regional plans which have been approved in accordance with the above procedure will be promulgated at convenient intervals.

**PROCEDURE FOR THE AMENDMENT OF THE FACILITIES AND
SERVICES IMPLEMENTATION DOCUMENT (FASID)**

Approved by Council on 26 February 1997

1. Amendments to the FASID shall be effected on the basis of an adequately documented proposal submitted by a Contracting State (or a group of States) to the ICAO Regional Office; the proposal should include the facts that lead to the conclusion that the amendment is necessary. Such amendments may include additions, modifications or deletions to the FASID. (This procedure does not preclude a State having previous consultation with other States before submitting the amendment proposal to the ICAO Regional Office.)
2. The ICAO Regional Office will circulate the proposal, adequately documented, with a request for comments to the provider States in the region and to user States except those which obviously are not affected, and, for information and comments if necessary, to international organizations which may be invited to attend suitable ICAO meetings and which may be concerned with the proposal. If, however, it is considered that the proposed amendment conflicts with established ICAO policy, or that it raises questions which should be brought to the attention of the Air Navigation Commission, the proposal will be adequately documented and presented to the Air Navigation Commission. In such cases, the Commission will decide the action to be taken on the proposal.
3. If, in reply to the ICAO Regional Office's inquiry, no objection is raised to the proposal by a specified date, it will be deemed that a regional agreement on the subject has been reached and the proposal shall be incorporated into the FASID.
4. If, in reply to the ICAO Regional Office's inquiry, any State objects to the proposal, and if objection remains after further consultation, the matter will be documented for discussion by the respective planning and implementation regional group (PIRG) and, ultimately for formal consideration by the Air Navigation Commission, if necessary. If the Commission concludes that the amendment is acceptable in its original or other form, it will present appropriate recommendations to the Council.
5. Proposals for the amendment of the FASID submitted by international organizations directly concerned with the operation of aircraft in the region, which may be invited to attend suitable ICAO meetings where the FASID was prepared, will be dealt with in the same manner as those received from States, except that, before circulating the proposal to all interested States, it will be ascertained whether the proposal has adequate support from the State or States whose facilities or services will be affected. If such support is not forthcoming, the proposal will not be pursued.
6. Proposals for the amendment of the FASID may also be initiated by the ICAO Regional Office provided that the State or States whose facilities or services will be affected have expressed their concurrence with the proposal.
7. Amendments to the FASID which have been approved in accordance with the above procedure will be promulgated at convenient intervals.

ABBREVIATIONS

All abbreviations used in this document are contained in the *Procedures for Air Navigation Services — ICAO Abbreviations and Codes* (PANS-ABC) (Doc 8400), with the exception of those used in the explanations of any tables appearing herein, which also give their meaning.

ALPHABETICAL INDEX OF STATES AND TERRITORIES

This index is for the purpose of determining the name under which information appears

State or territory Pays ou territoire País o territorio	Name used in tables Nom employé dans les tableaux Nombre empleado en las tablas
Afganistán	Afghanistan
Afghanistan	Afghanistan
Afrique du Sud	South Africa
Albania	Albania
Albanie	Albania
Alemania	Germany
Algeria	Algeria
Algérie	Algeria
Allemagne	Germany
American Samoa	American Samoa
Andorra	Andorra
Andorre	Andorra
Angola	Angola
Anguilla	Anguilla (United Kingdom)
Anguilla	Anguilla (United Kingdom)
Antigua and Barbuda	Antigua and Barbuda
Antigua-et-Barbuda	Antigua and Barbuda
Antigua y Barbuda	Antigua and Barbuda
Antillas Francesas	French Antilles (France)
Antillas Neerlandesas	Netherlands Antilles (Netherlands)
Antilles françaises	French Antilles (France)
Antilles néerlandaises	Netherlands Antilles (Netherlands)
Arabia Saudita	Saudi Arabia
Arabie saoudite	Saudi Arabia
Argelia	Algeria
Argentina	Argentina
Argentine	Argentina
Armenia	Armenia
Arménie	Armenia
Aruba	Aruba (Netherlands)
Australia	Australia
Australie	Australia
Austria	Austria
Autriche	Austria
Azerbaïdjan	Azerbaijan
Azerbaijan	Azerbaijan
Azerbaïyán	Azerbaijan
Bahamas	Bahamas
Bahrain	Bahrain
Bahreïn	Bahrain
Bahreïn	Bahrain
Bangladesh	Bangladesh
Barbade	Barbados
Barbados	Barbados
Belarus	Belarus
Bélarus	Belarus
Belarús	Belarus
Bélgica	Belgium
Belgique	Belgium
Belgium	Belgium
Belice	Belize
Belize	Belize
Benin	Benin
Bénin	Benin
Bermuda	Bermuda (United Kingdom)
Bermudas	Bermuda (United Kingdom)
Bermudes	Bermuda (United Kingdom)
Bhoutan	Bhutan
Bhutan	Bhutan
Bhután	Bhutan
Bolivia	Bolivia

State or territory Pays ou territoire País o territorio	Name used in tables Nom employé dans les tableaux Nombre empleado en las tablas
Bolivie	Bolivia
Bosnia and Herzegovina	Bosnia and Herzegovina
Bosnia y Herzegovina	Bosnia and Herzegovina
Bosnie-Herzégovine	Bosnia and Herzegovina
Botswana	Botswana
Brasil	Brazil
Brazil	Brazil
Brésil	Brazil
British Virgin Islands	Virgin Is. (United Kingdom)
Brunei Darussalam	Brunei Darussalam
Brunéi Darussalam	Brunei Darussalam
Bulgaria	Bulgaria
Bulgarie	Bulgaria
Burkina Faso	Burkina Faso
Burundi	Burundi
Cabo Verde	Cape Verde
Cambodge	Cambodia
Cambodia	Cambodia
Camboya	Cambodia
Cameroon	Cameroon
Cameroun	Cameroon
Camerún	Cameroon
Canada	Canada
Canadá	Canada
Canary Islands	Canary Islands (Spain)
Cape Verde	Cape Verde
Cap-Vert	Cape Verde
Cayman Islands	Cayman Is. (United Kingdom)
Central African Republic	Central African Republic
Chad	Chad
Chile	Chile
Chili	Chile
China	China
Chine	China
Chipre	Cyprus
Chypre	Cyprus
Colombia	Colombia
Colombie	Colombia
Comorasla	Comoros
Comores	Comoros
Comoros	Comoros
Congo	Congo
Cook Islands	Cook Is.
Costa Rica	Costa Rica
Côte d'Ivoire	Côte d'Ivoire
Croatia	Croatia
Croatia	Croatia
Croatie	Croatia
Cuba	Cuba
Cyprus	Cyprus
Czech Republic	Czech Republic
Danemark	Denmark
Democratic People's Republic of Korea	Dem. of Korea
Democratic Rep. of the Congo	Democratic Rep. of the Congo
Denmark	Denmark
Dinamarca	Denmark
Djibouti	Djibouti
Dominica	Dominica
Dominican Republic	Dominican Republic
Dominique	Dominica

Introduction

State or territory Pays ou territoire País o territorio	Name used in tables Nom employé dans les tableaux Nombre empleado en las tablas
Ecuador	Ecuador
Egipto	Egypt
Egypt	Egypt
Égypte	Egypt
El Salvador	El Salvador
Emiratos Árabes Unidos	United Arab Emirates
Émirats arabes unis	United Arab Emirates
Équateur	Ecuador
Equatorial Guinea	Equatorial Guinea
Eritrea	Eritrea
Érythrée	Eritrea
Eslovaquia	Slovakia
Eslovenia	Slovenia
Espagne	Spain
España	Spain
Estados Unidos	United States
Estonia	Estonia
Estonie	Estonia
États-Unis	United States
Ethiopia	Ethiopia
Éthiopie	Ethiopia
Etiopía	Ethiopia
Federación de Rusia	Russian Federation
Fédération de Russie	Russian Federation
Fidji	Fiji
Fiji	Fiji
Filipinas	Philippines
Finland	Finland
Finlande	Finland
Finlandia	Finland
France	France
Francia	France
French Antilles	French Antilles (France)
French Guiana	French Guiana (France)
French Polynesia	French Polynesia (France)
Gabon	Gabon
Gabón	Gabon
Gambia	Gambia
Gambie	Gambia
Georgia	Georgia
Géorgie	Georgia
Germany	Germany
Ghana	Ghana
Gibraltar	Gibraltar (United Kingdom)
Granada	Grenada
Grèce	Greece
Grecia	Greece
Greece	Greece
Greenland	Denmark
Grenada	Grenada
Grenade	Grenada
Groenland	Denmark
Groenlandia	Denmark
Guatemala	Guatemala
Guayana Francesa	French Guiana (France)
Guinea	Guinea
Guinea-Bissau	Guinea-Bissau
Guinea Ecuatorial	Equatorial Guinea
Guinée	Guinea
Guinée-Bissau	Guinea-Bissau
Guinée équatoriale	Equatorial Guinea
Guyana	Guyana
Guyane française	French Guiana (France)
Haiti	Haiti
Haïti	Haiti
Haití	Haiti
Holy See (the)	Holy See (the)

State or territory Pays ou territoire País o territorio	Name used in tables Nom employé dans les tableaux Nombre empleado en las tablas
Honduras	Honduras
Hong Kong	Hong Kong, China
Hongrie	Hungary
Hungary	Hungary
Hungría	Hungary
Iceland	Iceland
Îles Caïmanes	Cayman Is. (United Kingdom)
Îles Canaries	Canary Islands (Spain)
Îles Cook	Cook Is.
Îles Mariannes septentrionales	Northern Mariana Is. (United States)
Îles Marshall	Marshall Is.
Îles Salomon	Solomon Is.
Îles Turques et Caïques	Turks and Caicos Is. (United Kingdom)
Îles Vierges américaines	Virgin Is. (United States)
Îles Vierges britanniques	Virgin Is. (United Kingdom)
Îles Wallis-et-Futuna	Wallis and Futuna Is. (France)
Inde	India
India	India
Indonesia	Indonesia
Indonésie	Indonesia
Iran (Islamic Republic of)	Iran (Islamic Republic of)
Irán (República Islámica del)	Iran (Islamic Republic of)
Iran (République islamique d')	Iran (Islamic Republic of)
Iraq	Iraq
Ireland	Ireland
Irlanda	Ireland
Irlande	Ireland
Islande	Iceland
Isla Johnston	Johnston I. (United States)
Islandia	Iceland
Islas Caimanes	Cayman Is. (United Kingdom)
Islas Canarias	Canary Islands (Spain)
Islas Cook	Cook Is.
Islas Marianas del Norte	Northern Mariana Is. (United States)
Islas Marshall	Marshall Is.
Islas Salomón	Solomon Is.
Islas Turcas y Caicos	Turks and Caicos Is. (United Kingdom)
Islas Vírgenes	Virgin Is. (United States)
Islas Vírgenes Británicas	Virgin Is. (United Kingdom)
Islas Wallis y Futuna	Wallis and Futuna Is. (France)
Isla Wake	Wake I. (United States)
Israel	Israel
Israël	Israel
Italia	Italy
Italie	Italy
Italy	Italy
Jamahiríya Árabe Libia	Libyan Arab Jamahiríya
Jamahiríya arabe libyenne	Libyan Arab Jamahiríya
Jamaica	Jamaica
Jamaïque	Jamaica
Japan	Japan
Japon	Japan
Japón	Japan
Johnston	Johnston I. (United States)
Johnston Island	Johnston I. (United States)
Jordan	Jordan
Jordania	Jordan
Jordanie	Jordan
Kazajstán	Kazakhstan
Kazakhstan	Kazakhstan
Kenya	Kenya
Kirghizistan	Kyrgyzstan
Kirguistán	Kyrgyzstan

State or territory Pays ou territoire País o territorio	Name used in tables Nom employé dans les tableaux Nombre empleado en las tablas
Kiribati	Kiribati
Koweït	Kuwait
Kuwait	Kuwait
Kyrgyzstan	Kyrgyzstan
La ex República Yugoslava de Macedonia	The former Yugoslav Republic of Macedonia
Lao People's Democratic Republic	Lao People's Democratic Republic
Latvia	Latvia
Lebanon	Lebanon
Lesotho	Lesotho
Letonia	Latvia
Lettonie	Latvia
L'ex-République yougoslave de Macédoine	The former Yugoslav Republic of Macedonia
Liban	Lebanon
Líbano	Lebanon
Liberia	Liberia
Libéria	Liberia
Libyan Arab Jamahiriya	Libyan Arab Jamahiriya
Liechtenstein	Liechtenstein
Lithuania	Lithuania
Lituania	Lithuania
Lituanie	Lithuania
Luxembourg	Luxembourg
Luxemburgo	Luxembourg
Macao	Macao, China
Madagascar	Madagascar
Malaisie	Malaysia
Malasia	Malaysia
Malawi	Malawi
Malaysia	Malaysia
Maldivas	Maldives
Maldives	Maldives
Mali	Mali
Malí	Mali
Malta	Malta
Malte	Malta
Maroc	Morocco
Marruecos	Morocco
Marshall Islands	Marshall Is.
Maurice	Mauritius
Mauricio	Mauritius
Mauritania	Mauritania
Mauritanie	Mauritania
Mauritius	Mauritius
Mexico	Mexico
México	Mexico
Méxique	Mexico
Micronesia (Estados Federados de)	Micronesia (Federated States of)
Micronesia (Federated States of)	Micronesia (Federated States of)
Micronésie (États fédérés de)	Micronesia (Federated States of)
Monaco	Monaco
Mónaco	Monaco
Mongolia	Mongolia
Mongolie	Mongolia
Montserrat	Montserrat (United Kingdom)
Morocco	Morocco
Mozambique	Mozambique
Myanmar	Myanmar
Namibia	Namibia
Namibie	Namibia
Nauru	Nauru
Nepal	Nepal
Népal	Nepal
Netherlands	Netherlands

State or territory Pays ou territoire País o territorio	Name used in tables Nom employé dans les tableaux Nombre empleado en las tablas
Netherlands Antilles	Netherlands Antilles (Netherlands)
New Caledonia	New Caledonia (France)
New Zealand	New Zealand
Nicaragua	Nicaragua
Niger	Niger
Niger	Niger
Nigeria	Nigeria
Nigéria	Nigeria
Nioué	Niue (New Zealand)
Niue	Niue (New Zealand)
Northern Mariana Islands	Northern Mariana Is. (United States)
Noruega	Norway
Norvège	Norway
Norway	Norway
Nouvelle-Calédonie	New Caledonia (France)
Nouvelle-Zélande	New Zealand
Nueva Caledonia	New Caledonia (France)
Nueva Zelandia	New Zealand
Oman	Oman
Omán	Oman
Ouganda	Uganda
Ouzbékistan	Uzbekistan
Países Bajos	Netherlands
Pakistan	Pakistan
Pakistán	Pakistan
Palaos	Palau
Palau	Palau
Panama	Panama
Panamá	Panama
Papouasie-Nouvelle-Guinée	Papua New Guinea
Papua New Guinea	Papua New Guinea
Papua Nueva Guinea	Papua New Guinea
Paraguay	Paraguay
Pays-Bas	Netherlands
Pérou	Peru
Peru	Peru
Perú	Peru
Philippines	Philippines
Poland	Poland
Polinesia Francesa	French Polynesia (France)
Pologne	Poland
Polonia	Poland
Polynésie française	French Polynesia (France)
Porto Rico	Puerto Rico (United States)
Portugal	Portugal
Puerto Rico	Puerto Rico (United States)
Qatar	Qatar
Reino Unido	United Kingdom
República Árabe Siria	Syrian Arab Republic
República Centrafricana	Central African Republic
República Checa	Czech Republic
República de Corea	Republic of Korea
República Democrática del Congo	Democratic Rep. of the Congo
República Democrática Popular Lao	Lao People's Democratic Republic
República de Moldova	Republic of Moldova
República Dominicana	Dominican Republic
República Popular Democrática de Corea	Democratic People's Rep. of Korea
República Unida de Tanzania	United Rep. of Tanzania
Republic of Korea	Republic of Korea
Republic of Moldova	Republic of Moldova

Introduction

State or territory Pays ou territoire País o territorio	Name used in tables Nom employé dans les tableaux Nombre empleado en las tablas
République arabe syrienne	Syrian Arab Republic
République centrafricaine	Central African Republic
République de Corée	Republic of Korea
République démocratique du Congo	Democratic Rep. of the Congo
République démocratique populaire lao	Lao People's Democratic Republic
République de Moldova	Republic of Moldova
République dominicaine	Dominican Republic
République populaire démocratique de Corée	Democratic People's Rep. of Korea
République tchèque	Czech Republic
République-Unie de Tanzanie	United Rep. of Tanzania
Réunion	Réunion (France)
Reunión	Réunion (France)
Romania	Romania
Roumanie	Romania
Royaume-Uni	United Kingdom
Rumania	Romania
Russian Federation	Russian Federation
Rwanda	Rwanda
Sahara occidental	Western Sahara
Sahara Occidental	Western Sahara
Sainte-Lucie	Saint Lucia
Saint Kitts and Nevis	Saint Kitts and Nevis
Saint-Kitts-et-Nevis	Saint Kitts and Nevis
Saint Kitts y Nevis	Saint Kitts and Nevis
Saint Lucia	Saint Lucia
Saint-Marin	San Marino
Saint-Siège (le)	Holy See (the)
Saint Vincent and the Grenadines	Saint Vincent and the Grenadines
Saint-Vincent-et-les Grenadines	Saint Vincent and the Grenadines
Samoa	Samoa
Samoa américaines	American Samoa
Samoa (estadounidense)	American Samoa
San Marino	San Marino
Santa Lucía	Saint Lucia
Santa Sede (la)	Holy See (the)
Santo Tomé y Príncipe	Sao Tome and Principe
San Vicente y las Granadinas	Saint Vincent and the Grenadines
Sao Tome and Principe	Sao Tome and Principe
Sao Tomé-et-Principe	Sao Tome and Principe
Saudi Arabia	Saudi Arabia
Senegal	Senegal
Sénégal	Senegal
Serbia and Montenegro	Serbia and Montenegro
Serbia y Montenegro	Serbia and Montenegro
Serbie-et-Monténégro	Serbia and Montenegro
Seychelles	Seychelles
Sierra Leona	Sierra Leone
Sierra Leone	Sierra Leone
Singapore	Singapore
Singapour	Singapore
Singapur	Singapore
Slovakia	Slovakia
Slovaquie	Slovakia
Slovenia	Slovenia
Slovénie	Slovenia
Solomon Islands	Solomon Is.
Somalia	Somalia
Somalie	Somalia
Soudan	Sudan
South Africa	South Africa
Spain	Spain
Sri Lanka	Sri Lanka
Sudáfrica	South Africa
Sudan	Sudan

State or territory Pays ou territoire País o territorio	Name used in tables Nom employé dans les tableaux Nombre empleado en las tablas
Sudán	Sudan
Suecia	Sweden
Suède	Sweden
Suisse	Switzerland
Suiza	Switzerland
Suriname	Suriname
Swaziland	Swaziland
Swazilandia	Swaziland
Sweden	Sweden
Switzerland	Switzerland
Syrian Arab Republic	Syrian Arab Republic
Tadjikistan	Tajikistan
Tailandia	Thailand
Tajikistan	Tajikistan
Tayikistán	Tajikistan
Tchad	Chad
Thailand	Thailand
Thaïlande	Thailand
The former Yugoslav Republic of Macedonia	The former Yugoslav Republic of Macedonia
Timor-Leste	Timor-Leste
Togo	Togo
Tonga	Tonga
Trinidad and Tobago	Trinidad and Tobago
Trinidad y Tabago	Trinidad and Tobago
Trinité-et-Tobago	Trinidad and Tobago
Túnez	Tunisia
Tunisia	Tunisia
Tunisie	Tunisia
Turkey	Turkey
Turkmenistan	Turkmenistan
Turkménistan	Turkmenistan
Turkmenistán	Turkmenistan
Turks and Caicos Islands	Turks and Caicos Is. (United Kingdom)
Turquía	Turkey
Turquie	Turkey
Tuvalu	Tuvalu
Ucrania	Ukraine
Uganda	Uganda
Ukraine	Ukraine
United Arab Emirates	United Arab Emirates
United Kingdom	United Kingdom
United Republic of Tanzania	United Republic of Tanzania
United States	United States
Uruguay	Uruguay
Uzbekistan	Uzbekistan
Uzbekistán	Uzbekistan
Vanuatu	Vanuatu
Venezuela	Venezuela
Viet Nam	Viet Nam
Virgin Islands	Virgin Is. (United States)
Wake	Wake I. (United States)
Wake Island	Wake I. (United States)
Wallis and Futuna Islands	Wallis and Futuna Is. (France)
Western Sahara	Western Sahara
Yemen	Yemen
Yémen	Yemen
Zambia	Zambia
Zambie	Zambia
Zimbabwe	Zimbabwe

NORTH ATLANTIC BASIC AIR NAVIGATION PLAN, DOC 9634

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¹ As approved by the ANC on 22 February 2005

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² As per approved amendment proposal EUR/NAT 04/15-MET

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INTRODUCTION

GENERAL

1. Air navigation plans (ANP) set forth in detail the facilities, services and procedures required for international air navigation within a specified area. Such plans contain recommendations 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.
2. On 26 February 1997, the ICAO Council decided that the regional air navigation plans (ANPs) should be published in two volumes: a Basic ANP and a facilities and services implementation document (FASID). It was agreed that the Basic ANP would contain stable plan material such as:
 - a) the geographical area constituted by the flight information regions (FIRs) covered by the plan;
 - b) the basic operational requirements and planning criteria (BORPC), as approved by the Air Navigation Commission (ANC) for application in all regions; and
 - c) the latest planning and implementation guidance formulated for the region through recommendations by regional air navigation (RAN) meetings.
3. It was agreed that the FASID would set forth the dynamic material from the plan constituted by the facilities and services required for international air navigation within the specified area. The FASID would also include appropriate additional guidance, particularly with regard to implementation, to complement the material contained in the Basic ANP.
4. In geographical scope the NAT ANP is related to the North Atlantic ICAO air navigation region. The plan may call for the provision of basic facilities and services beyond the charted boundaries of a region where such facilities and services are necessary to meet the requirements of international air navigation within that region.

INTRODUCTION OF CNS/ATM ELEMENTS INTO THE PLAN

5. The traditional focus of a regional ANP has been to cover the facilities and services required for a period of five years. However, with the introduction of CNS/ATM systems, with longer planning horizons, it is recognized that CNS/ATM planning and implementation elements will be introduced progressively into the NAT ANP. Such introduction of CNS/ATM planning elements is guided by the ICAO Global Air Navigation Plan for CNS/ATM Systems, which has been developed so that it has a clear and functional relationship with the regional ANPs. The evolution and development of the NAT ANP will also be guided by the ATM Operational Concept as endorsed by the 11th Air Navigation Conference (Montreal, 22 September – 3 October 2003) and as amended from time to time.

STATES' RESPONSIBILITIES

6. Each Contracting State is responsible for the provision of facilities and services in its territory under Article 28 of the Convention. The Council has recommended that these facilities and services include those specified in the air navigation plans.

7. Inclusion in air navigation plan documents of basic facilities and services in non-Contracting States and territories is simply a recognition that they are needed by or likely to affect international civil aircraft operations of Contracting States or the facilities and services of these States.

AIR NAVIGATION PLAN — NAT REGION

8. This basic air navigation plan document presents in general terms the ICAO plan for the provision of facilities and services for international air navigation in the ICAO North Atlantic region. It has incorporated in an evolutionary manner requirements emanating from introduction of the ICAO Global Air Navigation Plan for CNS/ATM Systems. The companion document to this plan, the NAT facilities and services implementation document (FASID) includes detailed information on States' facilities, services, and plans for implementation. Facilities and services outside of the prescribed regional boundaries may also have been included in order to maintain the integrity of "systems" and to ensure in so far as possible that all the facilities and services required are listed in the document.

9. Most of the contents originated from recommendations of the following regional air navigation meetings:

- LIM NAT (COM/MET/RAC) RAN (Cascais, Portugal, November 1992);
- Special North Atlantic (Montreal, February-March 1965);
- Fifth North Atlantic (Montreal, April 1970);
- Sixth European-Mediterranean (Geneva, November 1971);
- Special North Atlantic/Pacific (LORAN-A) (Montreal, November 1974);
- Limited North Atlantic (1976) (Montreal, August-September 1976).

10. The statement of basic operational requirements and criteria for regional planning on which the plan is based is found in Part I — BORPC. In addition, planning in the North Atlantic Region is based on traffic forecasts which are compiled by the North Atlantic Traffic Forecasting Group (NAT/TFG). Part II — GEN of the FASID contains detailed information on traffic forecasting in the NAT Region.

11. It should also be noted that the NAT ANP, does not list all facilities in the region but only those required for international civil aviation operations. Aeronautical information publications, NOTAM and other State documents should be consulted for information on additional facilities and for operational information in general.

DEVELOPMENT OF A COMMUNICATIONS, NAVIGATION, SURVEILLANCE AND AIR TRAFFIC MANAGEMENT (CNS/ATM) SYSTEM FOR THE NORTH ATLANTIC REGION

12. The future NAT ATS System should provide for improved regularity and efficiency of air traffic with same or higher level of safety as that of the present system. Air traffic services in the NAT region must function as a single system. Any differences between the ground systems should be transparent to the user.

13. The future NAT ATS System should be developed on a system basis and in balance with other parts of the overall air navigation infrastructure. The required changes should be introduced in an evolutionary manner.

14. The future NAT ATS System should be designed to minimise adverse effects on the environment.

15. The concept should be adaptable to the particular requirements in the various parts of the NAT Region and there should be no disparity in the level of service to a degree, which is detrimental to the expeditious flow of air traffic. System development must be harmonized to enable future technologies to be accommodated in a consistent fashion throughout the region. The system must also be compatible at the interfaces with the ATS Systems in adjacent Regions.
16. All proposals, including transition from HF to satellite communication, should be considered in the light of the likely financial implications for users and providers and due regard should be given to possible alternative solutions and operational cost/benefit considerations.
17. Orderly transition from the present system to the future concept, including adequate lead times, is of primary importance. However, the concept should allow for flexibility in implementation under the guidance of the NAT SPG and changes in user requirements.
18. The concept developed should be described in sufficient detail to provide the necessary guidance for detailed work in relation to planning for and implementation of facilities and services in the NAT Region.
19. The future NAT ATS System should take into account the need to achieve maximum economy of flight operations and the need for compatibility between the air-borne and ground systems. It should also permit the optimum exploitation of the capabilities of advanced airborne equipment. Aircraft with lower navigation performance and communications capability will continue to operate in some parts of the NAT Region.
20. All foreseeable civil and military requirements, should be taken into account when system capacity is defined.
21. Due account should be taken of new technology foreseeable in the air navigation field in the time-scale under consideration.
22. The costs of air navigation systems elements are to be included in the cost basis for air navigation services charges and, where relevant, airport charges, and recovered in accordance with the principles contained in the *Convention on International Civil Aviation* (Doc 7300) and in *ICAO's Policies on Charges for Airports and Air Navigation Services* (Doc 9082).

PROCEDURE FOR THE AMENDMENT OF REGIONAL PLANS, INCLUDING FASID MATERIAL

23. The Basic ANP and FASID may be amended by a regional air navigation meeting or by following the amendment procedures below. Changes to traffic forecasts in Part II — GEN of the FASID do not require formal amendment.

**PROCEDURE FOR THE AMENDMENT OF APPROVED
BASIC AIR NAVIGATION PLANS**

Approved by Council on 25 February 1998

1. Introduction

The procedure outlined below has been evolved to provide a means of maintaining basic regional plans in a current condition by correspondence.

2. General criteria

2.1 The Assembly has resolved that regional plans shall be revised when it becomes apparent that they are no longer consistent with current and foreseen requirements of international civil aviation and that, when the nature of a required change permits, the associated amendment of the regional plan shall be undertaken by correspondence between the Organization and the Contracting States and international organizations concerned.

2.2 When a State cannot immediately implement a particular part or a specific detail of a regional plan, although it intends to do so when practicable, this in itself should not cause the State to propose an amendment to the plan.

3. Procedure

3.1 If, in the light of the above criteria, any Contracting State (or group of States) of a region wishes to effect a change in the approved basic air navigation plan for that region it should propose to the Secretary General, through the regional office accredited to that State, an appropriate amendment to the plan, adequately documented; the proposal should include the facts that lead the State to the conclusion that the amendment is necessary. Such amendments may include additions, modifications or deletions. (This procedure does not preclude a State having previous consultation with other States before submitting an amendment proposal to the regional office.)

3.2 The Secretary General will circulate the proposal, adequately documented, with a request for comments to all provider and user States of the region considered affected as well as to user States outside the region and international organizations which may be invited to attend suitable ICAO meetings and which may be concerned with the proposal. If, however, the Secretary General considers that the proposed amendment conflicts with established ICAO policy, or that it raises questions which the Secretary General considers should be brought to the attention of the Air Navigation Commission, the proposal will be first presented, adequately documented, to the Commission. In such cases, the Commission will decide the action to be taken on the proposal.

3.3 If, in reply to the Secretary General's inquiry to States and selected international organizations, no objection is raised to the proposal by a date specified, the proposal shall be submitted to the President of the Council, who is authorized to approve the amendment on behalf of the Council.

3.4 If, in reply to the Secretary General's inquiry to States and selected international organizations any objection is raised, and if objection remains after further consultation, the matter will be documented for formal consideration by the Air Navigation Commission. If the Commission concludes that the amendment is acceptable in its original or other form, it will present appropriate recommendations to the Council.

3.5 Proposals for the amendment of regional plans submitted by international organizations directly concerned with the operation of aircraft, which may be invited to attend suitable ICAO meetings and which attended the meeting(s) where the relevant plan was prepared, will be dealt with in the same manner as those received from States, except that, before circulating a proposal to States and selected international