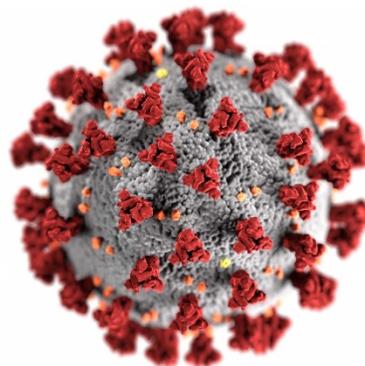


**SECOND MEETING**  
of the  
**AERODROME SAFETY,**  
**PLANNING & IMPLEMENTATION**  
**GROUP**  
**ASPIG/2**  
*(Virtual Meeting, 24 – 26 November 2020)*



**ASPIG/1**  
**“Build the momentum”**

**Pandemic Crisis**  
**Corona Virus**

**AGA Focal Points**  
**(significant update)**

**ASPIG/2**  
**“Rebuild and Maintain”**

**November 2019**

**Beginning 2020**

**November 2020**

## In Focus: ICAO's Strategic Objectives



# What is the GASP?

- Global strategy for safety improvement
- Framework for regional & national plans
- Promotes harmonization & coordination of efforts

# Basic Principles for 2020-2022 Edition

- Contains vision, mission and values
- Restructured in different parts
- Clearly delineates responsibilities
- Aspirational Goal + Goals, Targets & indicators
- Applies risk-based approach (HRC)
- Roadmap more predominant



# GASP Vision

To achieve and maintain the goal of zero fatalities in commercial operations by 2030 and beyond





# GASP Mission

To continually enhance international aviation safety performance by providing a collaborative framework for States, regions and industry

# GASP Values

- ✓ promoting positive safety culture
- ✓ promoting sharing & exchange of safety information
- ✓ **taking data-driven decisions**
- ✓ prioritizing actions through risk-based approach

# GASP Goals, Targets & Indicators



# 6 Proposed GASP Goals

1. Achieve continuous reduction of ops safety risks
2. Strengthen States' safety oversight capabilities
3. Implement effective State safety programmes
4. Increase collaboration at regional level
5. Expand the use of industry programmes
6. Ensure appropriate infrastructure is available to support safe ops



# A comprehensive strategy for Air Navigation



The screenshot shows the ICAO GANP Portal website. At the top left is the ICAO logo and the text 'ICAO GANP PORTAL'. Below this is a navigation bar with dropdown menus for 'Global Strategic', 'Global Technical', 'Regional', and 'National', and a 'Login' button. The main content area features a large image of a man in a suit with a cityscape and an airplane overlaid on his chest. To the left of this image, it says 'WELCOME TO THE GLOBAL AIR NAVIGATION PLAN PORTAL' and provides a brief description: 'The GANP Portal is a web portal where all aviation stakeholders will be able to find the most relevant information related to the GANP'. Below the image, there is a section titled 'THE GLOBAL AIR NAVIGATION PLAN' with a detailed description of the plan's purpose and structure.

- The *Global Air Navigation Plan (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.
- The 40<sup>th</sup> Assembly endorsed the sixth edition of the GANP.

<https://www4.icao.int/ganpportal/>

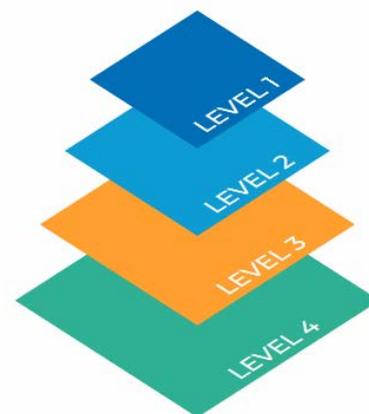
# Doc 9750 Global Air Navigation Plan

GLOBAL STRATEGIC

GLOBAL TECHNICAL

REGIONAL

NATIONAL



**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 STRATEGY**

**GLOBAL TECHNICAL** ✕

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

**ASBUs & PF** | **AN-SPA** | **BBBs**

**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

**NATIONAL** ✕

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

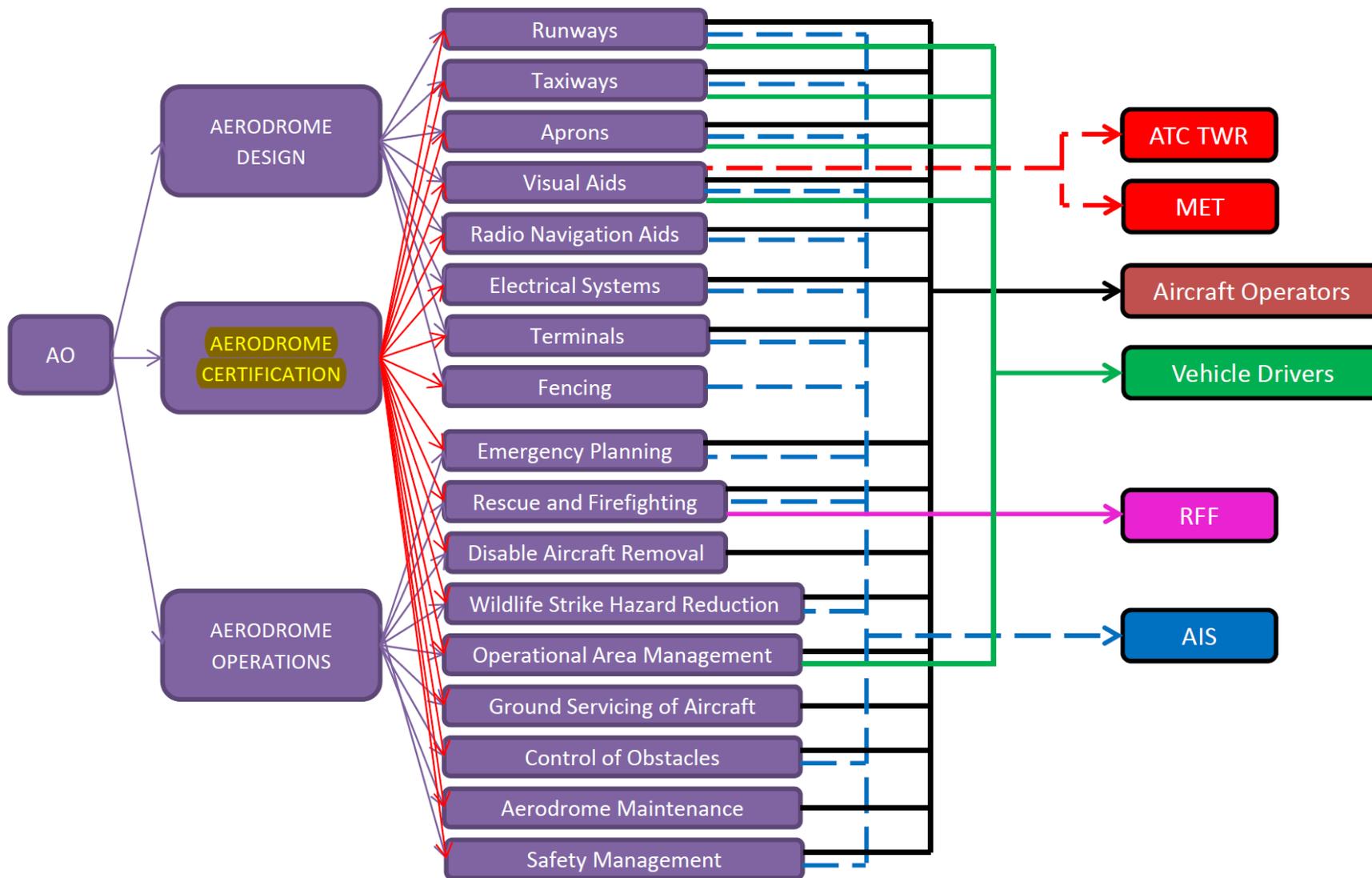
**NANP TEMPLATE** | **CBA CHECKLIST**

**Performance Improvement Areas (PIA) 1:**

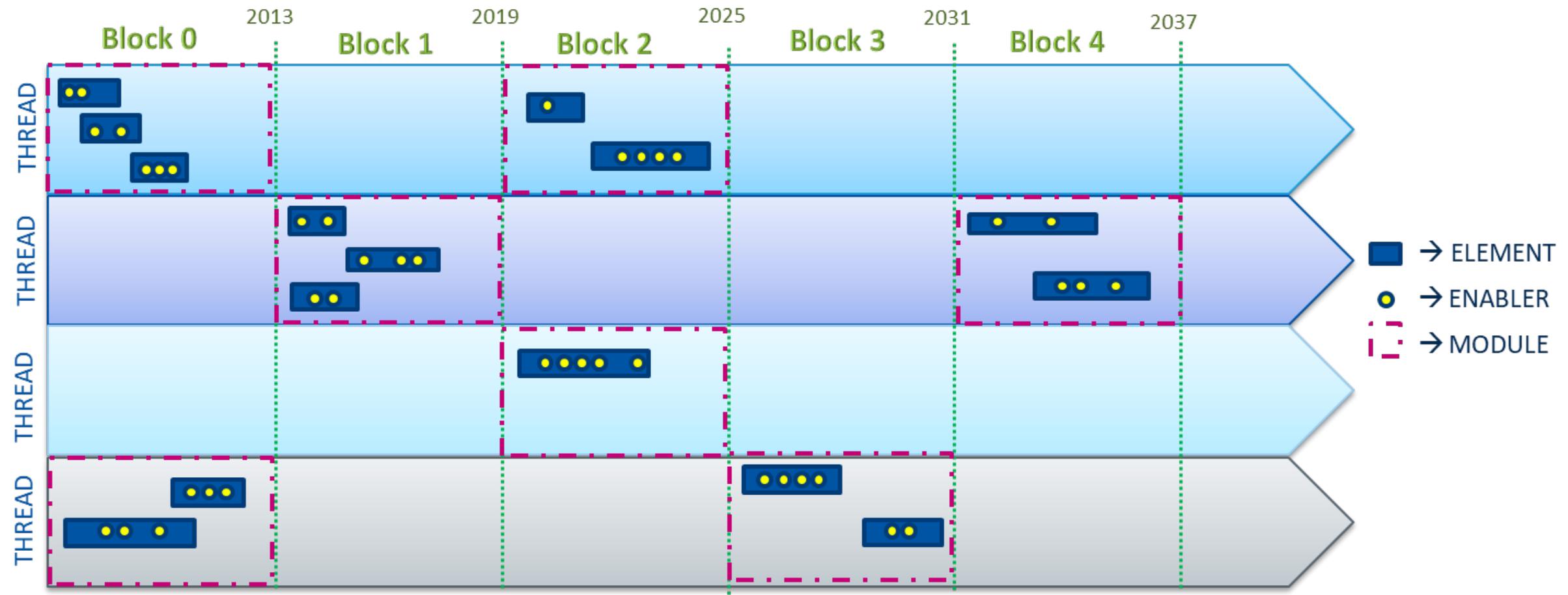
**Airport Operations**

**Operational Threads:** - ACDM - SURF

<https://www4.icao.int/ganportal>

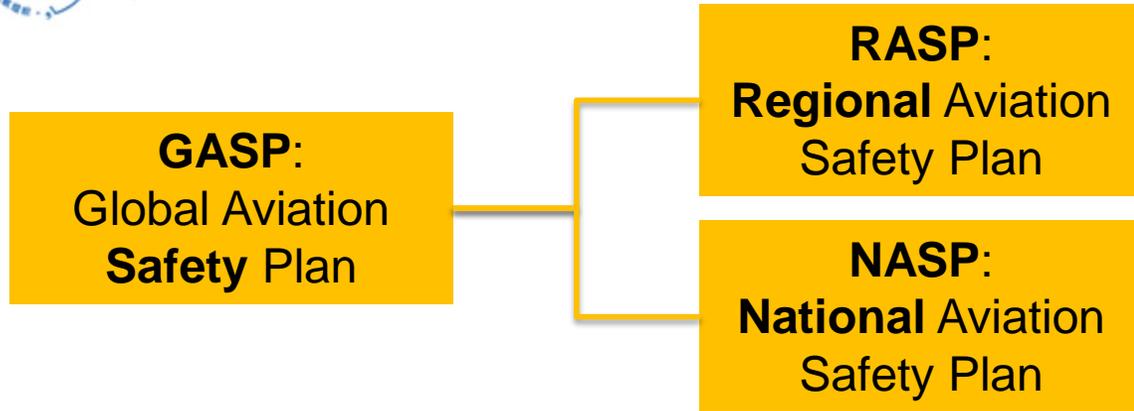


## Aviation System Block Upgrades (ASBU) Framework

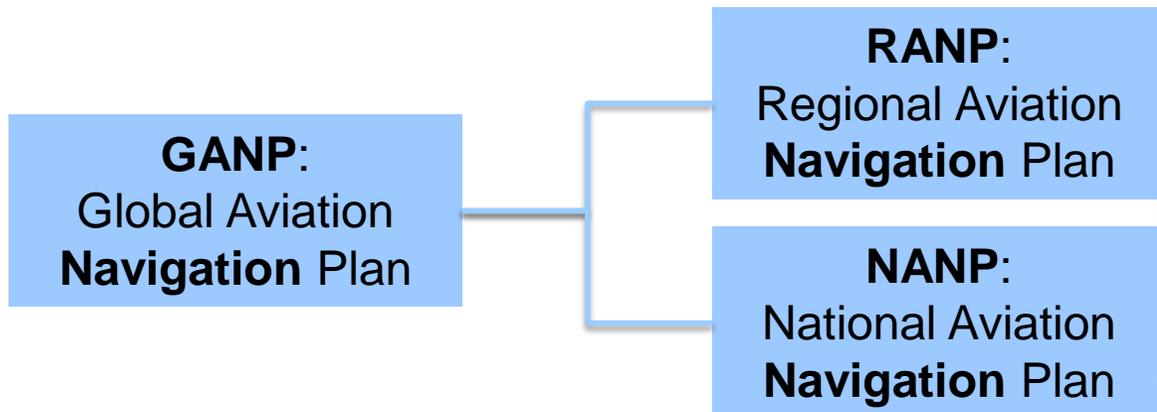


<https://www4.icao.int/ganpportal/>

ICAO SAFETY



ICAO CAPACITY AND EFFICIENCY



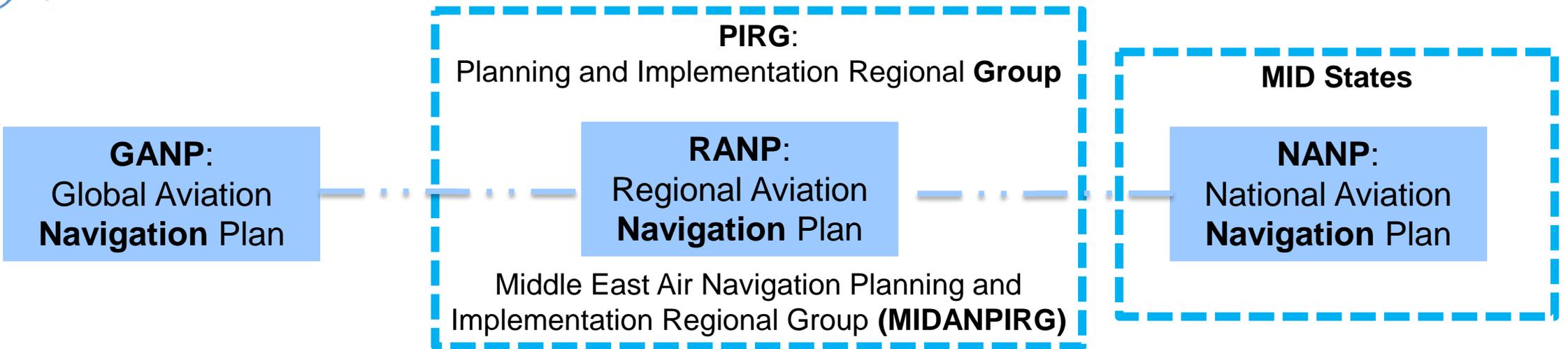
<https://www4.icao.int/ganportal/>



### ICAO SAFETY



### ICAO CAPACITY AND EFFICIENCY



## MID-RASP Strategic Priorities

### Organizational Challenges/Issues

States' Safety Oversight

Safety Management

Human Factors & Competence of personnel

Accident and incident investigation

### Regional Operational Safety Risks-CAT Aeroplane

LOC-I

CFIT

RE

RI

MAC

### Emerging Risks

COVID-19 Pandemic Outbreak

GNSS Outages/ Vulnerability

Civil Drones (UAS/RPAS)

Impact of security on safety

MIDDLE EAST REGIONAL AVIATION

SAFETY PLAN (MID-RASP)



ICAO

FIRST EDITION 2020–2022

DRAFT

## MID-RASP Objectives

**Goal 1:** Achieve a Continuous Reduction of Operational Safety Risks

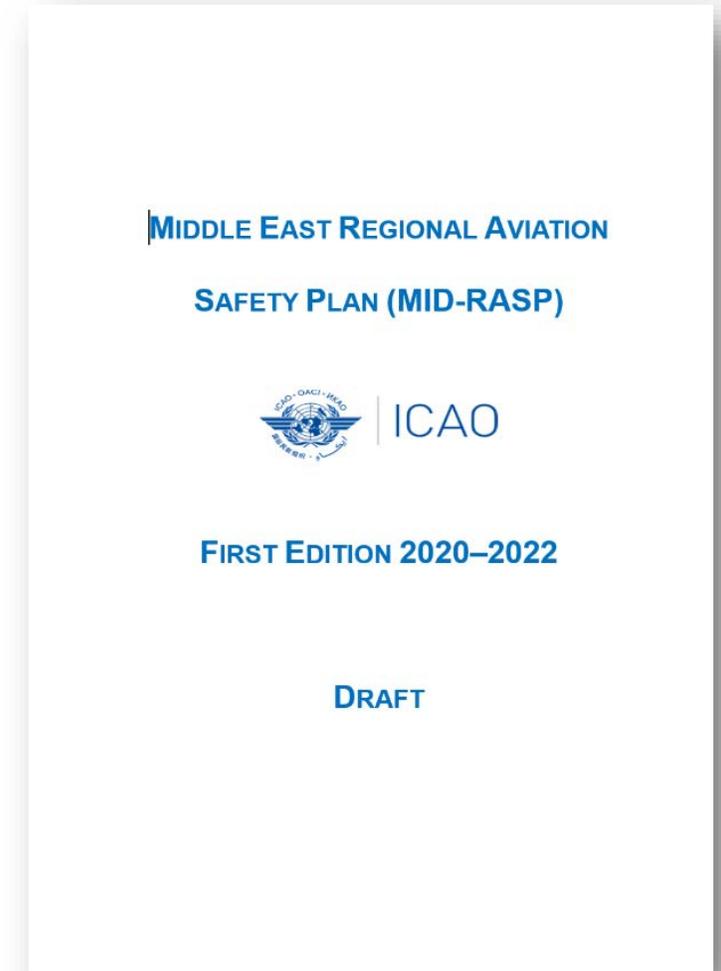
**Goal 2:** Strengthen States' Safety Oversight Capabilities

**Goal 3:** Ensure the appropriate infrastructure for safe operations

**Goal 4:** Expand the use of Industry Programmes

**Goal 5:** Implementation of Effective SSPs and SMSs

**Goal 6:** Increase Collaboration at the Regional Level to Enhance Safety



## MID-RASP Safety Enhancement Initiatives (SEIs) Structure

**Stakeholders:** The entities/ stakeholders in the MID region, to which the Actions are addressed

**Example Action 1:** Description of the Action to be taken

**Subtask(s)** if needed to be added

**Owner(s):** Appointed Group/State(s)/Organization(s) to further develop details for implementation of the respective Action

**Priority:** Low, Medium, High

**Completion Date:** The date in which the respective Action is expected to be implemented

**Status:** new, ongoing, on hold, completed. (Provide also updated progress if any)

**Deliverable(s)**

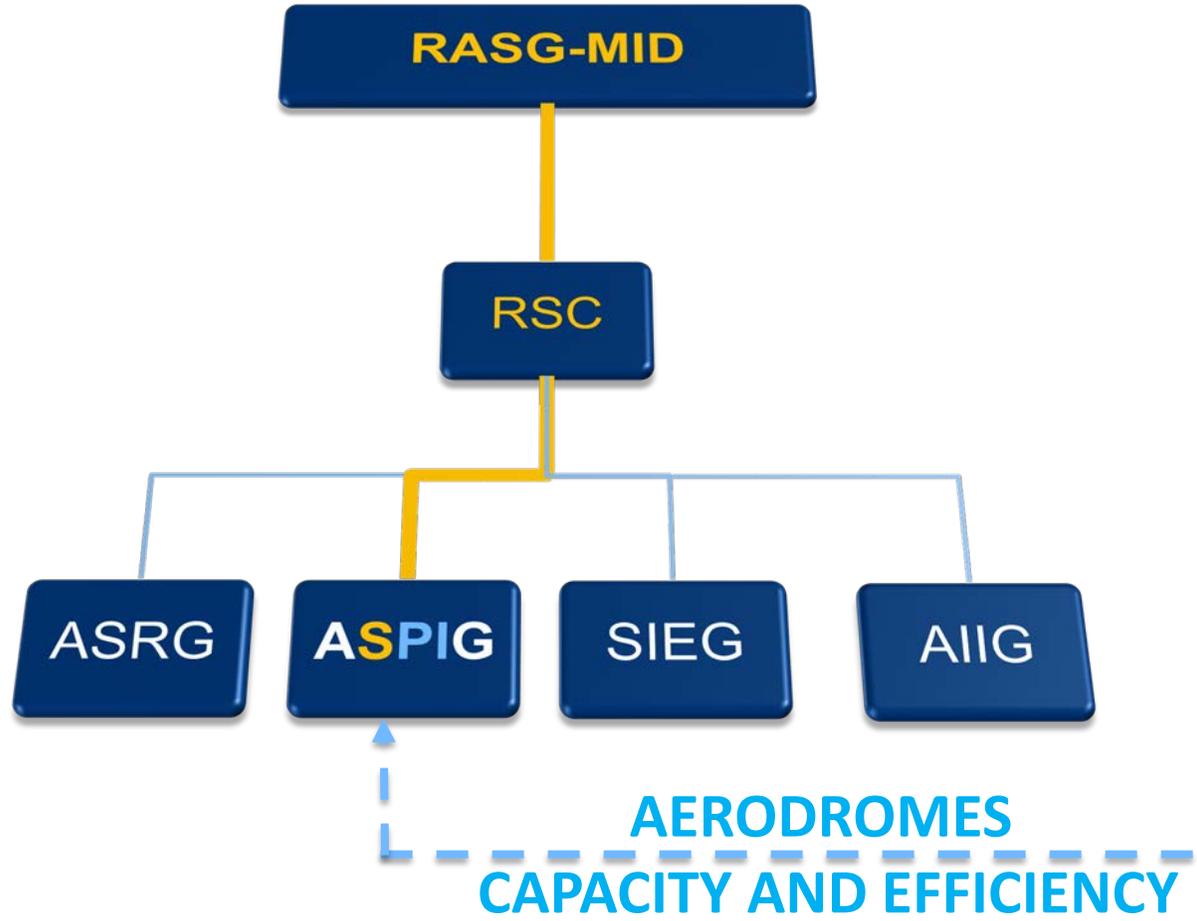
**TIMELINE**

Description of the Result to be achieved

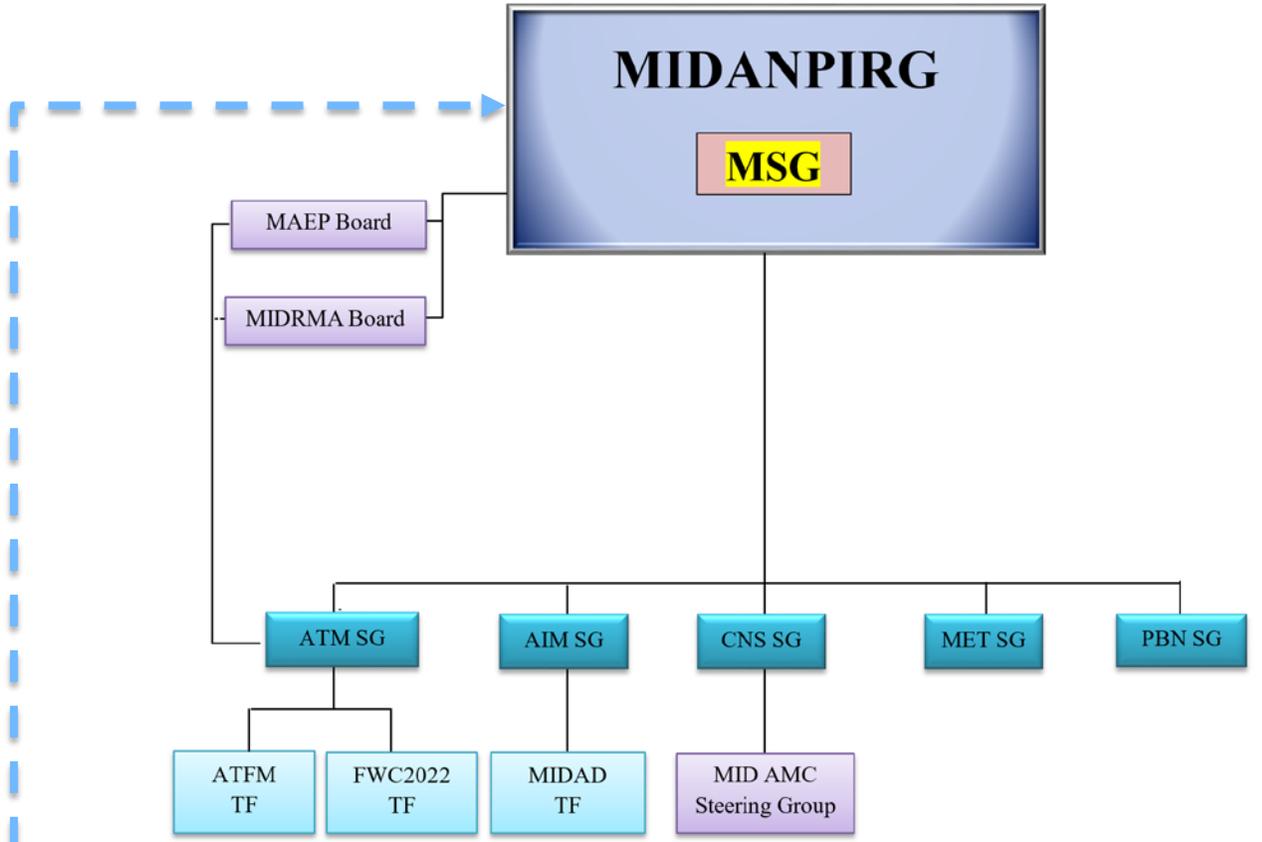
The year in which the respective Target is expected to be achieved



## ICAO SAFETY



## ICAO CAPACITY AND EFFICIENCY



- ASPIG ToR: Endorsed by RSC/7 Meeting and available at **Appendix A**
- AGA Focal points significant update: The meeting may wish to note that in the event of a change of their AGA Focal Point, States should inform the secretariat by submitting a revised nomination (Nomination form Available at **Appendix B**) through the CAA as soon as possible. It is essential that the designation of AGA Focal Points is up to date in order to **maintain the momentum of the ASPIG Workflow** and implement endorsed actions.

## Action by the meeting:

- The meeting may wish to note the endorsed ASPIG Terms of References (TORs) as at **Appendix A**, and agreed that in the event of a change of their AGA Focal Points, States should **systematically** inform the secretariat by submitting a revised nomination as at **Appendix B**.
- Accordingly, the meeting may wish to agree to the following Draft Decision:

### **DRAFT DECISION 2/1: SYSTEMATIC UPDATE OF STATES AGA FOCAL POINTS**

- That, in the event of a change of their AGA Focal Points, States systematically inform the secretariat by submitting the updated nominees as AGA Focal Points using the revised nomination Form as at **Appendix B**.



Thank you for your Attention

## APPENDIX A

### AERODROME SAFETY, PLANNING AND IMPLEMENTATION GROUP (ASPIG)

#### TERMS OF REFERENCE

##### A) PURPOSE OF THE ASPIG:

- 1) As a Subsidiary body of the Regional Aviation Safety Group-Middle East (RASG-MID), the ASPIG is established to develop and implement Safety, Capacity and Efficiency Enhancement Initiatives related mainly to AGA issues including:
  - Aerodrome Planning and Design;
  - Heliports;
  - Aerodrome System Capacity Enhancement;
  - Aerodrome Certification;
  - Aerodrome Safety Management System;
  - Runway Safety;
  - Aerodrome Visual Aids for Navigation;
  - Aerodrome Operations and Services;
  - Ground Handling Operations
  - Aerodrome Emergency Response Planning;
  - Coordination between AGA and ANS: ATM/AIM/CNS;
  - AN Deficiencies in the field of Aerodrome Operations; and
  - MID Region priorities and implementation of Safety and Air Navigation objectives set on the MID Region Safety and Air Navigation Strategies, in line with the Global Aviation Safety Plan (GASP) and Global Air Navigation Plan (GANP).
- 2) In addition, the ASPIG should coordinate with other entities managing an extended scope including:
  - Air traffic management;
  - Aircraft operations; and
  - Aeronautical information management.

In order to meet its Terms of Reference, the ASPIG shall:

- 1) Monitor developments and continuously update the MID Region Implementation Plans in the field of Aerodrome Planning and Operations, including the implementation of ICAO provisions.
- 2) Follow-up and analyse achievements and progress in the implementation of certification of all aerodromes open for international aircraft operations, according to the Table AOP I-1 included in the Middle East Regional Air Navigation Plan (MID ANP), and promote safety management of aerodrome operations in the Region.

- 3) Ensure that the planning and implementation of Aerodrome design and operational requirements in the MID Region is consistent with ICAO SARPs and Global Air Navigation Plan and reflecting global requirements for adequate aerodromes and safety of aircraft operations with particular attention paid to the anticipated increase of traffic alleviating aerodrome congestion.
- 4) Ensure the continuous and coherent development of the Aerodrome Design and Operations parts of the MID ANP in a manner that is consistent with ICAO SARPs, the Global Air Navigation Plan (GANP) and the Global Aviation Safety Plan (GASP).
- 5) Facilitate the implementation of Aerodrome Design and Operations Services identified in the MID ANP Basic Building Block (BBB) and the Aviation System Block Upgrade (ASBU) Frameworks.
- 6) Monitor the MID Region operational safety and efficiency of Aerodromes Operations and identify the associated Air Navigation Deficiencies that impede the implementation or provision of efficient Aerodrome Design and Operation services, analyse, review and monitor steps and corrective action plans made by concerned States for resolution of such deficiencies.

ASPIG Deliverables:

- 1) Aerodrome Operations (AOP) parts of the MID ANP reviewed and, as necessary, amendment proposals prepared to update the MID ANP to reflect changes in the operational and global requirements.
- 2) Level of implementation of Aerodrome Design and Operations services monitored and, as necessary, facilitated to support the effective implementation of the BBB and ASBU priority modules
- 3) Air navigation deficiencies in the field of AOP (as listed in the MANDD database) reviewed and, as necessary, updated to reflect the current situation.
- 4) Draft Conclusions and Decisions formulated relating to matters in the field of Aerodrome design and Operations that come within the scope of the RASG/MIDANPIRG work programmes.
- 5) Progress report submitted to RASG and MIDANPIRG addressing the ASPIG deliverables respectively in coordination with the RSC and MSG.

**B) COMPOSITION:**

The ASPIG is composed of:

**Permanent Members**

The AGA focal points of the MID States (i.e.: Bahrain, Egypt, Iran, Iraq, Jordan, Kuwait, Lebanon, Libya, Oman, Qatar, Saudi Arabia, Sudan, Syria, UAE and Yemen), officially assigned and communicated to the ICAO Middle East Regional Office by MID States, are the permanent members of the ASPIG.

**Observers**

The following Partners are the permanent Observers to the ASPIG:

A-3

- AACO Arab Air Carrier Organization
- ACAO Arab Civil Aviation Organization
- ACI Airports Council International
- AIRBUS Airbus Aircraft Manufacturer
- BOEING Boeing Commercial Airplane Company
- CANSO Civil Air Navigation Services Organization
- EUROCONTROL European Organisation for the Safety of Air Navigation
- COSCAP-GS Cooperative Development of Operational Safety and Continuing Airworthiness Programme-Gulf States
  
- EASA European Aviation Safety Agency
- Embraer Embraer Aviation International
- FAA United States Federal Aviation Administration
- FSF Flight Safety Foundation
- IACA International Air Carrier Association
- IATA International Air Transport Association
- IBAC/MEBAA International Business Aviation Council/ Middle East Business Aviation Association
  
- IAOPA International Council of Aircraft Owner and Pilot Associations
- ICCAIA International Coordinating Council of Aerospace Industries Associations
  
- IFALPA International Federation of Airline Pilots Association
- IFATCA International Federation of Air Traffic Controllers Association
- MEASR-TLST Middle East Aviation Safety Roadmap - Top Level Safety Team
- WFP (UN) World Food Programme (United Nations)

International Organizations, Airport Operators, Aircraft Operators, Maintenance and Repair Organizations, Regional Organizations, Training organizations, Aircraft manufactures, and Air Navigation Service Providers and any other allied organizations/representatives can be invited by ICAO/States to attend the ASPIG meetings in the capacity of observers.

C) **WORKING ARRANGEMENTS:**

**Roles and Responsibilities:**

- **Member States:** provide technical expertise and collaborate in the development and implementation of the ASPIG deliverables.
  
- **Partners:** provide technical expertise and collaborate in the development and implementation of the ASPIG deliverables.
  
- **ICAO:** acts as Secretariat and provides necessary support to the ASPIG.

**Chairmanship:**

The Chairperson will:

- 1) call for ASPIG meetings;
- 2) chair the ASPIG meetings;
- 3) keep focus on high priority items;
- 4) ensure agendas meet objectives to improve safety;
- 5) provide leadership for ongoing projects and accomplishments;
- 6) promote consensus among the group members;
- 7) coordinate ASPIG activities closely with the Secretariat; and
- 8) promote ASPIG and lobby for contributors.

In order to ensure the necessary continuity in the work of the ASPIG the Chairperson, the Vice-Chairperson are held by each Member State (i.e.: Bahrain, Egypt, Iran, Iraq, Jordan, Kuwait, Lebanon, Libya, Oman, Qatar, Saudi Arabia, Sudan, Syria, UAE and Yemen) for a period of three (03) years. The Chairperson chairs the ASPIG meeting in collaboration with the Secretariat.

**Convening of meetings:**

The ASPIG Meeting will be convened every 12 to 18 months. At each of its meetings the Group should endeavour to agree on the dates and venue of its next meeting.

If a State offers to host a meeting, it shall coordinate with the Secretary of the Group as early as possible, but in any case at least six (06) months in advance and, shall be responsible for providing a venue, services and all costs of travel, accommodation and subsistence allowance for Secretariat attendees.

A convening letter for a meeting shall be issued by the Secretary of the Group, normally 90 days prior to the meeting. The convening letter should include the agenda, together with explanatory notes prepared by the Secretary in order to assist participants in preparing for the meeting.

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**APPENDIX B**

<b>LIST OF AGA FOCAL POINT(S)</b>	
<b>STATE: .....</b>	
<b>Main AGA Focal Point</b>	
<b>FULL NAME</b>	<b>TITLE &amp; ADDRESS</b>
	..... ..... ..... Tel : Fax : Mobile: Email :
<b>Alternate AGA Focal Point(s)</b>	
<b>FULL NAME</b>	<b>TITLE &amp; ADDRESS</b>
	..... ..... ..... Tel : Fax : Mobile: Email :

After completing, please send to the ICAO MID Office at the following e-mail address: ([icaomid@icao.int](mailto:icaomid@icao.int)) with a copy to ([mhamdi@icao.int](mailto:mhamdi@icao.int)).

-END-