



International Civil Aviation Organization

Aerodrome Safety & Planning Implementation Group

First Meeting (ASPIG/1)
(Cairo, Egypt, 19-21 November 2019)

Agenda Item 6: Coordination between RASG-MID and MIDANPIRG in the area of Aerodromes
6.1 GANP: Basic Building Block Implementation

BASIC BUILDING BLOCK (BBB)

(Presented by the Secretariat)

SUMMARY

This paper presents the concept of the Basic Building Block (BBB) which ensure the support of the GASP to the GANP.

Action by the meeting is at paragraph 3.

REFERENCES

- ICAO GANP 6th Edition

1. INTRODUCTION

1.1 The Basic Building Block (BBB) framework outlines the foundation of any robust air navigation system. It is nothing new but the identification of the essential services to be provided for International Civil Aviation in accordance with ICAO Standards. These essential services are defined in the areas of aerodromes, air traffic management, search and rescue, meteorology and information management. In addition to essential services, the BBB framework identifies the end users of these services as well as the assets (communications, navigation, and surveillance (CNS) infrastructure) that are necessary to provide them.

2. DISCUSSION

2.1 The BBB is considered an independent framework and not a block of the ASBU framework as they represent a baseline rather than an evolutionary step. This baseline is defined by essential services recognized by ICAO Member States as necessary for International Civil Aviation to develop in a safe and orderly manner. Once these essential services are provided, they constitute the baseline for any operational improvement.

2.2 The meeting may wish to highlight that the BBB framework will be updated every two years taking into account amendments to ICAO provisions. Although an initial draft of the BBB framework is presented online in the GANP Portal (<https://www4.icao.int/ganportal/BBB>), the BBBs will be included in a web-based application in a format similar to the ASBU framework.

2.3 The meeting may wish to recall that, in 2014, the ICAO Council approved a new template for the Regional Air Navigation Plans (ANPs) to better align global and regional planning. This template consists of three volumes: Volumes I, II and III. Volumes I and II list the regional facilities as well as the general and specific regional service requirements, required for International Civil Aviation operations in accordance with regional air navigation agreements, in the areas of aerodrome operations, communications, navigation and surveillance, air traffic management, meteorology, search and rescue and aeronautical information management.

BBB Verification

2.4 The meeting may wish to note that, to set a baseline for the system envisioned in the GANP and to ensure a robust foundation for the global air navigation system, an effective process should be established to verify, pursuant to Article 37 of the Chicago Convention, that the essential air navigation services identified in the BBB framework are provided.

2.5 The meeting may wish to highlight that this process should focus on verifying the implementation of the essential air navigation services outlined in the BBB framework as the capability of the States to oversight these services is covered by the ICAO USOAP.

2.6 The meeting my wish to note that in order to avoid duplications and to align global and regional planning, the process for verifying the implementation of these essential services should be embedded within the methodology for the identification of deficiencies against the regional air navigation plans. If these essential services are not being delivered, ICAO, upon request of a State, provides the necessary technical assistance to address the needs as identified within the process.

2.7 The meeting may wish to note that to ensure the provision of seamless air navigation services based on the deployment of interoperable systems and harmonized procedures, States need to leverage the implementation of the BBBs through their national air navigation plans as a strategic part of their national aviation planning framework. This will also pave the way for the future implementation of air navigation improvements to increase the quality of the services and meet the performance expectations of the aviation community.

2.8 With this regards, the meeting may wish to note that intra-collaboration within the MID Region is essential for the foundation of a robust air navigation system for each State. Therefore, the meeting may wish to encourage States excelling in a particular Airport Design and Operations sub-areas to provide necessarily assistance for other State(s), seeking for the support to implement the essential air navigation services that shall be provided for International Civil Aviation.

2.9 The meeting may wish to note that this intra-collaboration should be established under the NCLB initiative and in line with the ICAO MID Office Work Programme.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) completely implement the essential services for International Civil Aviation in accordance with ICAO Standards; and
- b) review and agree to the following Draft Conclusion:

Why	to facilitate the identification of deficiencies against the MID Region Air Navigation Plan and prioritization of necessary assistance within the NCLB Framework
What	carry out a Survey on BBB Implementation
Who	ICAO MID Office and States
When	January, 2020

DRAFT CONCLUSION I/XX: STATES NEEDS FOR THE BBB IMPLEMENTATION

*That, in order to support the implementation of the BBB, as at **Appendix A**:*

- a) ICAO to carry out a Survey to facilitate the identification of deficiencies against the MID Region Air Navigation Plan and prioritization of necessary technical assistance; and*
- b) States are encouraged to volunteer to provide the necessary managerial and technical assistance under the NCLB initiative and in line with the ICAO MID Office Work Programme.*



APPENDIX A

MID REGION CAPACITY BUILDING NEEDS ON AGA AREA REGIONAL TECHNICAL ASSISTANCE ON AIRPORTS DESIGN AND OPERATIONS					
AGA Sub-Areas		State seeks for assistance at the CAA Level (oversight)	State seeks for assistance at the Airport Operators Level	State is volunteering to offer assistance through SMEs and key tools	
Airport Design	Airport Capacity and Master Plan				
	Airside Design				
	Visual Aids				
	Radio Navigation Aids				
	Electrical Systems				
	Terminals				
	Fencing				
Aerodrome Operations	Aerodrome Emergency Plan				
	Rescue and Firefighting				
	Disable Aircraft Removal				
	Wildlife Strike Hazard Reduction				
	Operational Area Management				
	Airside Adverse Condition Operations				
	Ground Servicing of Aircraft				
	Control of Obstacles				
	Aerodrome Maintenance	Airside Electrical			
		Pavement Management			
		Drainage Management			
		Airside Markings			
		Civil Engineering			
	Safety Management	SMS Implementation			
		Phased Approach Implementation Plan			
Gap Analysis					