

**59<sup>th</sup> CONFERENCE OF  
DIRECTORS GENERAL OF CIVIL AVIATION  
ASIA AND PACIFIC REGIONS**

*Cebu, Philippines  
14 to 18 October 2024*

**AGENDA ITEM 3: AVIATION SAFETY**

**ALIGNMENT OF PERFORMANCE MONITORING OF  
NASP AND NANP**

(Presented by the Republic of Korea)

**SUMMARY**

This paper addresses the alignment of performance monitoring for the National Aviation Safety Plan (NASP) and National Air Navigation Plan (NANP) experienced by the Republic of Korea (ROK). It emphasizes the need to harmonize data collection, utilization, and protection across these national frameworks to enhance efficiency and safety in civil aviation. It highlights that the NASP and NANP, while distinct in purpose, share overlapping data, suggesting that leveraging common data can reduce duplication and improve performance management. It calls for the development of a shared data repository and a data protection scheme to streamline operations. The Republic of Korea encourages Member States to recognize the importance of data collection and sharing best practices for both safety and efficiency of the air navigation system.

## ALIGNMENT OF PERFORMANCE MONITORING OF NASP AND NANP

### 1. INTRODUCTION

1.1 As recommended by the 14<sup>th</sup> Air Navigation Conference, held from 26 August to 6 September 2024, ICAO is going to build a common performance framework for global plans such as Global Aviation Safety Plan (GASP) and Global Air Navigation Plan (GANP), containing a comprehensive set of indicators.

1.2 The ROK actively supports these global plans while continuously working on developing and implementing National Aviation Safety Plan (NASP) and National Air Navigation Plan (NANP). Through these endeavors, a strong correlation between NASP and NANP in terms of data collection and utilization has been recognized. This discussion paper aims to share experience and challenges in collecting, utilizing and protecting data during implementing performance framework for NASP and NANP.

### 2. DISCUSSION

2.1 GASP and GANP serve as indispensable frameworks for formulating and implementing plans at regional, sub-regional, and national levels to bolster safety and efficiency in international civil aviation. These frameworks are inherently complementary, and their concurrent implementation is paramount to realizing safety and efficiency initiatives.

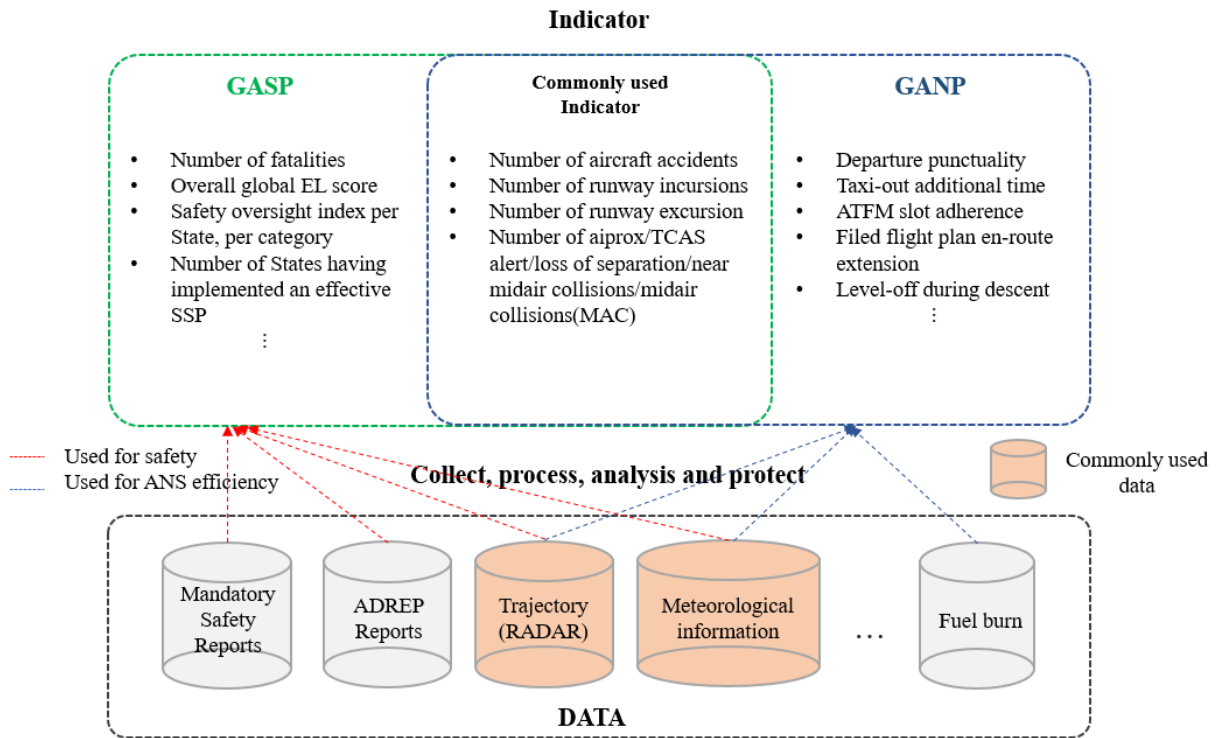
2.2 ICAO guides Member States to leverage data to implement both plans at global, regional and national level. For GASP, strongly connected with Annex 19, various types of data need to be collected and analyzed for safety risk management and monitor safety performance. In addition, data protection is required to ensure their continuous availability. Considering efficiency, GANP and the Manual on Global Performance of the Air Navigation System (Doc 9883) underscore that data collection, processing, storage and reporting are crucial for achieving performance objectives and operational improvements.

2.3 The ROK supports GASP and GANP and consistently strive to establish and implement national plans based on these global frameworks. Upon these experiences, the ROK has observed that while safety data for NASP and air traffic data for NANP have distinct purposes and objectives, a considerable amount of the collected data and information can be shared and used for implementing both, especially for performance management. Clear identification of commonly used type and/or scope of data can reduce duplicated efforts in data collection, processing, and analyzing by coordinating and informing data providers/sources and data users with explicit agreements of data usage and protection scheme.

2.4 In this context, identifying commonly utilizable data to prevent redundant collection will help Member States efficiently implement and monitor their national plans. In addition, identification of data protection scheme can further enhance consensus of this data utilization approach with the data provider/sources and the data users.

2.5 A shared data repository is under development to reduce duplication and streamline efficient data management across the plans. This approach not only ensures the protection of sensitive data and information but also enhances the operational efficiency of air traffic management and safety data processing. It is emphasized that the development of each plan should be continual, recognizing the importance of data collection, management, and analysis systems in the NASP and NANP.

**Example. Commonly utilizable types of data for both safety and ANS efficiency**



### 3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to:

- a) recommend that Member States recognize the significance of data collection and usage in implementing and monitoring performance of NASP and NANP; and;
- b) encourage Member States to share experience in identifying types of data that could be utilized both for safety and ANS efficiency, and development of a data protection scheme.

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