International Civil Aviation Organization

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WORKING PAPER

THIRTEENTH AIR NAVIGATION CONFERENCE

Montréal, Canada, 9 to 19 October 2018

COMMITTEE A

Agenda Item 4: Implementing the global air navigation system and the role of planning and implementation regional groups (PIRGs)
4.3: Implementing ASBUs for performance improvement

PERFORMANCE EFFECTIVENESS OF ASBU IMPLEMENTATION

(Presented by the United Arab Emirates)

EXECUTIVE SUMMARY

This paper proposes to establish a principle of harmonisation against regional performance management capabilities in support of effective of aviation system block upgrades (ASBUs) implementation.

Action: The Conference is invited to agree to the recommendations in paragraph 3.1.

1. INTRODUCTION

1.1 The fifth edition of the 2016-2030 ICAO *Global Air Navigation Plan* (GANP Doc 9750) was published in November 2016 and introduced sixteen potential key performance indicators (KPIs). Within these KPIs there are seven core and nine additional KPIs. Core KPIs enable States to assess efficiency and effectiveness whilst keeping data processing and archiving necessities to a minimum. The additional KPIs allow for more enhanced performance assessment capabilities, but require more extensive data processing requirements unavailable to some States.

2. DISCUSSION

2.1 Without an effective methodology for the evaluation of benefits associated to ASBU Module implementation to support States in the development of a cost-benefit analysis, fragmentation of commitment is generated which hinders realisation of regional performance improvements. The assessment of suitable KPIs against ASBUs implementation hinges on varying regional and national data processing and archiving capabilities, whilst also requiring States' financial investment.

2.2 In the current framework, a cost-benefit analysis is carried out by a State at a national level. The GANP considers this element after consensus is gained from the global strategic level, a global

technical level, a regional level and then a national level. At this late stage State financial commitment can only be gained with effective analysis on the anticipated performance improvements and benefits.

2.3 The capability to accurately measure a baseline or reference period is essential, but not necessarily achievable by all States for varying reasons. Performance management against implementation of initiatives should be embraced as a collaborative activity and supported by ICAO in enabling States to effectively justify change.

2.4 Performance management needs to be done on a Regional level as well as a National Level to deliver the momentum for change. With support from ICAO, a Regional or multi-state harmonised approach should be adopted to develop suitable and appropriate methodologies and principles capable of delivering the required outputs against selected KPIs. This collaborative approach to performance assessment will enable greater effectiveness across all States in the development of cost-benefit analysis, improvements in reporting and also supporting the application of the 'No Country Left Behind' principles. Ownership of the methodologies within the Planning and Information Regional Groups (PIRGs) can then be further refined to optimise processes and methodologies to ensure enhancements and robustness are enabled.

2.5 To further support States' development of performance management capabilities against planned and prioritised initiatives, States should also be encouraged to share outputs already assessed against relevant KPIs from within the GANP as well as relevant lessons learnt.

2.6 With enhanced KPI performance management capabilities within PIRGs, alignment and agreement can be reached across States with the prioritisation and focus of initiatives returning large regional benefits, enabling greater commitment and effectiveness from a data driven approach to implementation of ASBUs.

3. CONCLUSION

3.1 The Conference is invited to agree on the following recommendations.

That the Conference:

a) support ICAO through planning and implementation regional group (PIRG)s in enhancing performance management capabilities against *Global Air Navigation Plan* (GANP, Doc 9750) key performance indicators (KPIs);

b) encourage States to share performance assessment results against relevant GANP KPIs; and

c) promote a collaborative performance assessment approach against aviation system block upgrade (ASBU) implementation.

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