



ICAO

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INFORMATION PAPER

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Fourth North American, Central American and Caribbean Working Group (NACC/WG) Aerodromes and Ground Aids (AGA) Implementation Task Force Meeting (NACC/WG/AGA/TF/4)

Virtual phase: 8 June – 28 August 2026
Mexico City, Mexico, 19 - 21 August 2026

Agenda Item 5: AGA related Data and KPI's

NEW TOOL TO SUPPORT THE DEVELOPMENT OF AGA SAFETY PERFORMANCE INDICATORS (SPIs)

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This paper presents a new Safety Performance Indicators (SPI) tool developed by the Safety Management International Collaboration Group (SM ICG), which is available freely for States to access and use.	
<i>Strategic Objectives:</i>	• Every Flight Is Safe and Secure
<i>References:</i>	• https://skybrary.aero/articles/sm-icg-spi-generator-tool

1. Introduction

1.1 As announced in Electronic Bulletin (EB) 2024/22 dated 9 October 2024, the 2024 edition of the Protocol Questions (PQs) became applicable to all Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA) activities starting after 1 July 2025, except for the State Safety Programme (SSP) and the Safety Management System (SMS) related PQs (collectively, the Safety Management PQs).

1.2 The new Safety Management PQs will become applicable to all USOAP CMA activities starting after 1 August 2026. A dedicated SSP Effective Implementation score (SSP EI) as well as the Effective Implementation (EI) score for each SSP component will be provided to measure the State's effective implementation and maintenance of an SSP.

1.3 According to Electronic Bulletin 2026/4, States are encouraged to review, update or submit their information in the PQ Self- Assessment module on the OLF as it relates to the Safety Management PQs and the revised PQs. ICAO will use this information as part of its USOAP CMA activity planning and preparation.

2. Context

2.1 In the AGA protocol, 11 new protocol questions were included (8.901, 8.905, 8.909, 8.913, 8.917, 8.921, 8.925, 8.929, 8.933, 8.937, 8.941).

2.2 One of the questions, PQ 8.929, addresses how the State ensure that safety performance indicators and targets established by aerodrome operators are acceptable to the State.

2.3 Recently, the Safety Management International Collaboration Group (SM ICG), prepared an SPI Generator Tool. This tool is an interactive dashboard designed to support organisations in developing, reviewing, or enhancing Safety Performance Indicators (SPIs) within their Safety Management Systems (SMS). The tool can be found on: <https://skybrary.aero/articles/sm-icg-spi-generator-tool>

2.4 The dashboard enables SMS personnel to generate a tailored set of SPI examples by sequentially selecting relevant aviation sectors, risk areas, indicator types, and measurement formats. It contains over 700 unique SPI examples, ranging from relatively simple indicators to more complex measures, allowing organisations to identify examples that are proportionate to their level of activity, operational complexity, and safety management maturity.

3. Conclusion

3.1 Even though the SPIs are to be selected by the aerodrome operator and included as part of the SMS acceptance process, it is important that States are familiar with the tool, in order to advise aerodrome operators, especially on the establishment of Local Runway Safety Teams (LRST), to include the monitoring of certain performance indicators, in order to guarantee and monitor the effectiveness of the RST.

3.2 Therefore, the Meeting is invited to take note of the content of this information paper, review and comment the different SPIs to potentially suggest further actions by the Meeting.