

INDICATOR FORM
(Guidance on completing the form is included on page 2)

PART A: INDICATOR IDENTIFICATION				
1. INDICATOR				
Indicator 1.002: Runway inspections by finding category and inspection period				
2. DESCRIPTION				
Number of inspections conducted on the runways; includes inspection of the runway lights, signs and markings, vegetation, obstruction of signs, runway surface condition, etc.				
3. ICAO STRATEGIC OBJECTIVE				
☒ Safety ☐ Capacity ☐ Efficiency ☐ Security ☐ Environment				
PART B: INDICATOR SPECIFICATIONS				
4. GASP OR GANP ELEMENT				
GASP				
5. PROJECT OR PROGRAMME OR OBJECTIVE				
Runway Safety Programme				
6. INDICATOR TYPE				
The indicator is: ☒ activity-related (predictive or leading) OR ☐ outcome-related (reactive or lagging)				
7. RATIONALE				
Inspections are important as they allow early detection of non-compliances. The indicator helps assess the effective implementation of runway inspections schedule within the organization.				
8. LIMITATIONS				
N/A				
9. DEFINITION OF TECHNICAL OR SPECIFIC TERMS				
A minimum of four runway inspections daily as described below: Dawn inspection – a detailed surface inspection covering the full width of all runways should be undertaken. This should take approximately 15 minutes for each runway (two runs). Morning inspection – all runways, normally carried out on an ON/OFF basis concentrating on the area between the runway edge lights. Afternoon inspection – same as the morning inspection. Dusk inspection – this should cover all runways. It is designed to bridge the gap in runway inspections when the lighting inspection is not required until late in the evening, and should cover the whole runway surface. [Ref: ICAO Doc 9137 Airport Services Manual, Part 8, Chapter 3]				
10. CALCULATION METHOD/FORMULA				
N/A				
PART C: DATA				
In the table below, provide information about the data supporting the measurement of the indicator.				
11. DATA SET(S)	12. AVAILABILITY	13. DISAGGREGATION LEVEL	14. PROVIDER	15. CUSTODIAN
Inspection reports	4	Runway	Airport	State
FOR USE BY THE INTEGRATED AVIATION ANALYSIS (IAA) SECTION				
INDICATOR NUMBER		TIER CLASSIFICATION		
1.002		I		

GUIDANCE ON COMPLETING THE FORM

1. **Indicator:** the name assigned to the indicator. The indicator must support achieving a goal/objective, performing a desired outcome or avoiding a hazard/unwanted outcome. The following criteria should be considered in defining an indicator:
 - Simple – the indicator shall measure a clearly defined variable that stakeholders understand;
 - Specific – the indicator must include a single precise metric;
 - Measurable – the indicator must include a clear and specific metric that can be measured;
 - Relevant – the indicator shall be relevant to the organization’s objective or the outcome/activity being measured;
 - Timely – the indicator shall be defined within a specific timeframe.
2. **Description:** a brief yet clear explanation of the indicator, the related metric and what it will measure; e.g. the number of, percentage of, average of, rate of something.
3. **ICAO strategic objective:** the ICAO strategic objective to which the indicator relates.
4. **GASP or GANP element:** if the indicator is related to ICAO’s Global Aviation Safety Plan (GASP) or the Global Air Navigation Plan (GANP), the specific priority, objective, module or block of GASP or GANP associated to the indicator.
5. **Project or Programme:** if applicable, the project or programme to which the indicator is related, e.g. USOAP, PBN, RPAS, etc.
6. **Indicator type:** the indicator may be activity-related (or leading), i.e. measuring current or future events and activities and reporting on how well the organization is doing, e.g. audit or inspection results, completion of tasks or projects. Or the indicator may be outcome-related (or lagging), i.e. measuring past events and identifying the conditions within a system after events have happened.
7. **Rationale:** an explanation of how the indicator connects to the identified ICAO strategic objective and what the measurement and monitoring of the indicator supports.
8. **Limitations:** the scope or the extent of the variable or entity that the indicator measures. For example, accident rates may be limited to a specific aircraft category; compliance may apply to a certain type or set of standards.
9. **Definition of technical or specific terms:** if applicable, a definition of any technical, specific or project-related terminology used in naming or defining the indicator that may not be widely known or understood.
10. **Calculation method or formula:** if applicable, the specific or technical formula available for the calculation of the indicator value.
11. **Data set(s):** the data that is needed for measuring the indicator.
12. **Data availability:** the listed datasets may have different levels of availability, varying from 0 for unavailable data to 5 for fully available data.
13. **Data disaggregation level:** the lowest level into which the data can be broken down to a more detailed level. For example, the data may be available on a global, regional or national level; in that case, the disaggregation level is the national data.
14. **Data provider:** the provider of the data or the source where the data comes from. It’s better to indicate a database or programme as opposed to a person or a single task/project where the data comes from.
15. **Custodian:** the organization that manages or controls the data; referring to a specific programme (instead of a person) will be helpful.