



OACI | UNIENDO A LA AVIACIÓN

NINGÚN PAÍS SE QUEDE ATRÁS



CAR/SAM e-ANP Vol. III for the SAM Region (Proposal)

WORKSHOP ON THE APPLICATION AND DEVELOPMENT OF THE VOL. III
OF THE CAR / SAM E-ANP INCLUDING KPI FORMULATION FOR THE SAM
REGION

Virtual Meeting, September, 15-17, 2020



Using the Template - Step 1

- Common agreement on the scope and context (assumed) of the regional air navigation system in which the performance management process will be applied;
- Common view on the general nature of the expected performance



Using the Template - Step 1

- It should be considered:
- Geographic Scope (**See Tables of Volume I**);
- Homogeneous areas and / or large traffic flows (**See Table GEN II-1 of Volume II**);
- Time horizon;
- Traffic forecast; and
- Political ambitions (high level) (KPA) and challenges



Using the Template - Step 2

- Desarrollar una comprensión detallada del comportamiento de desempeño del sistema;
- Los aspectos esenciales del desempeño son aquellos que necesitan ser gestionados activamente (y quizás mejorados) estableciendo objetivos de desempeño;



Using the Template - Step 2

- The SWOT Analysis is performed;
- Based on the **SWOT analysis**, the Region defines, within the key performance areas prioritized in step 1, the objectives within the **PMP Table III-2** that the States within the Region must pursue.



Using the Template - Step 3

- Purpose of Step 3
- Ensure objectives are specific, measurable, achievable, relevant and time-bound (SMART) so that targets can be set and needs calculated.



Using the Template - Step 3

- Consideration should be given to preparing:
 - ✓ List of regional indicators;
 - ✓ Performance baseline in the region;
 - ✓ Regional goals and needs calculation



Using the Template - Step 4

- Purpose of Step 4
 - ✓ Combine performance knowledge, opportunities, and benchmark problems with performance goals and objectives.
 - ✓ The objective is to optimize decisions to maximize the achievement of the desired / required results (performance).



Using the Template - Step 4

- Consideration should be given to preparing:
 - ✓ Select solutions (ASBU and non-ASBU);
 - ✓ Safety assessment (Annex 19, Doc 9859, SMS);
 - ✓ Environmental impact evaluation (Annex 16, Volumes I, II, III and IV);
 - ✓ CBA (<https://data.icao.int/cba>)
 - ✓ Once the optimal solutions have been identified, States must report them to ICAO and are reflected in **Table PMP III-6**



Using the Template - Step 4

- Execution phase of the performance management process:
 - ✓ The changes and improvements that were decided during the previous step are organized into detailed plans, are implemented and start to generate benefits



Using the Template - Step 5

- Consideration should be given to preparing:
 - Select solutions. The execution phase of the performance management process begins;
 - For small changes, the allocation of responsibilities should be considered
 - For big changes, it is advisable to draw a roadmap. Big changes can involve high-level political challenges, finding funding and resources, or seeking external technical support;
 - All actions or planning by the States should reflect it by updating their planning of optimal solutions found.



Using the Template - Step 6

- Purpose of Step 6:
 - ❖ Continuously track performance and monitor whether performance gaps are closing as planned and expected



Using the Template - Step 6

- Consideration should be given to preparing:
 - Evaluate achievements;
 - The task can be divided into five separate activities:
 - Data collection
 - Publication of data
 - Data analysis
 - Formulation of conclusions; and
 - Formulation of recommendations



Using the Template - Step 6

- The States must report on the benefits derived from the implementation of the optimal solutions implemented.
- This would form the baseline for the next iteration of the performance management process.



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Question?





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(SAM) Office
Lima

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Western and
Central African
(WACAF) Office
Dakar

European and
North Atlantic
(EUR/NAT) Office
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(MID) Office
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