



Agenda Item 1A: Current situation and regional priorities

**DEVELOPMENT OF GUIDANCE MATERIAL FOR KEY PERFORMANCE INDICATORS
(KPI) APPLICABLE TO NATIONAL AIR NAVIGATION PLANS**

(Presented by Argentina)

| SUMMARY | |
|--|---|
| <p>This paper proposes that the study groups currently established under GREPECAS and RASG-PA develop guidance material to contribute to the identification and effective implementation of key performance indicators (KPIs) in national air navigation plans, harmonised with those identified in Volume III of the CAR/SAM Regional Air Navigation Plan (ANP). It is also proposed to encourage States to use the applications contained in the iSTARS 3.0 portal and its new version 4.0, through dissemination activities organised by the Regional Office.</p> | |
| <p>References:</p> <ul style="list-style-type: none">- Draft report of the Second GREPECAS–RASG-PA Joint Meeting and the Twentieth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/20);- Draft report of the Twelfth meeting of the Regional Aviation Safety Group – Pan America (RASG-PA); and- GREPECAS dashboard (GREPECAS 20). | |
| <p>ICAO objectives:</p> | <p><i>strategic</i></p> <p><i>Safety</i> <i>Capacity and efficiency</i> <i>Economic development</i> <i>Environmental protection</i></p> |

1. Background

1.1 The GREPECAS/20 meeting was presented with an update of the work of the CAR/SAM Regional Air Navigation Plan (ANP), Vol. III, as well as regional progress made, approving the Initial Version (Version 0) of Volume III of the CAR/SAM ANP, and actions for the management and development of performance-based planning. This Volume III contains the key performance indicators (KPIs) identified at the regional level as a result of various activities conducted by the Regional Office, with the active contribution of the States.

1.2 Likewise, as part of the GREPECAS work programme related with global air navigation plan developments, the GREPECAS/20 meeting was presented with the new GREPECAS dashboard, which is integrated with the iSTARS 4.0 platform, and which has great potential for its application for monitoring implementation and data analysis projects.

2. Discussion

2.1 Within the framework of the activities carried out during GREPECAS/20 (Item 2.4 – CAR/SAM Regional Air Navigation Plan, Vol III, Work Update and Regional Progress, discussed under agenda item 2 on Global and Regional Developments), the initial version of the CAR/SAM e-ANP Vol. III was approved through Conclusion GREPECAS/20/07, as shown below:

CONCLUSION GREPECAS/20/07: APPROVAL OF THE INITIAL VERSION (VERSION 0) OF VOLUME III OF THE CAR/SAM ANP, AND FOLLOWING ACTIONS FOR THE MANAGEMENT AND DEVELOPMENT OF PERFORMANCE-BASED PLANNING

That GREPECAS:

- a) Approve the initial version (version 0) of Volume III of the CAR/SAM ANP (Appendix B of the report), formulated based on the ICAO Council Template, and aligned with Recommendation 4.3/1, d), of the AN-Conf 13; and*
- b) Approve the Program for the management of Volume III of the CAR/SAM ANP (Appendix B of the report), which allows the sustainable implementation of performance-based planning.*

That States:

- c) Implement work teams to develop data collection activities and management of GANP KPIs as a basis for populating the data of the Planning Tables of Vol. III, with the assistance of the Secretariat.*

2.2 Considering that paragraph c) reflects the action to be taken by States to create work teams for data collection and management of the KPIs of the Global Air Navigation Plan (GANP) (7th edition), note is taken of the need for States to have guidelines or guidance material that will contribute to an effective implementation of this activity, in addition to being able to maintain the necessary data and information in Volume III of the Regional Plan, including KPI selection criteria and calculation methodologies, with the possibility of extending their use to national air navigation plans.

2.3 It should also be noted that the GANP (7th edition) includes areas and sub-areas related to the key performance area (KPA) of safety and safety-related key performance indicators (KPIs). This is one of the common issues that requires interaction in the Region between the Global Air Navigation Plan (GANP) and the Global Aviation Safety Plan (GASP), addressing the following conclusions:

CONCLUSION GREPECAS/20/16: GASP-GAND AD HOC GROUP

That,

Considering the inclusion of 3 key performance indicators (KPI) for the safety key performance area (KPA) in the Seventh edition of the Global Air Navigation Plan (GANP); and considering the formulation of Vol. III of the Regional Navigation Plan (RANP) and the State Safety Programs (SSP):

- a) The Secretariat with the States proceed to create an Ad Hoc Group, with focal points for Air Navigation and Safety, to analyze transversally these 3 KPIs in the RANP and in the SSP and establish coordinated work programs to evaluate the implementation of the 3 KPIs.*

CONCLUSION GREPECAS/20/17: MANAGEMENT OF SAFETY KPIs IN THE GREPECAS/RASG-PA JOINT WORK FRAMEWORK

That:

The Secretariat, together with the States and Industry, plans and develops activities for the management of the KPIs of safety key areas stipulated in the seventh edition of the GANP and in the joint GREPECAS/RASG-PA framework.

2.4 In has been noted that, in addition to the aforementioned ad-hoc group, the GREPECAS Data Analysis Working Group (DAWG) has been involved in monitoring the status of the GANP KPIs as regards GREPECAS and those associated with the ANP, Vol. III. Therefore, it is recommended that consideration be given to coordinating the work of these groups, articulating it with the activities of the GANP Study Group (GSG).

2.5 In this regard, the development of guidance material in Spanish by the regional study groups would contribute to mitigate the need formulated by GREPECAS Conclusion 20/08 - Lack of Availability in Spanish of the ICAO Global Air Navigation Plan (GANP), referred to the need to have the GANP texts (KPIs, ASBU elements and modules, among others) also available in Spanish.

2.6 The Integrated Safety Trend Analysis and Reporting System (iSTARS) website provides a wide range of information, data and web applications related to air navigation, safety and other areas. The new version 4.0 was recently made available at the ICAO secure portal, containing applications for safety, efficiency, and risk analysis through an interactive interface, providing greater visibility of the data, calculations and methodology used for the different indicators.

2.7 At GREPECAS/20, the Secretariat made a presentation (P/01) informing the meeting on the development of the GREPECAS dashboard integrated to iSTARS 4.0, aimed at helping States to monitor regional implementations by the regional planning and implementation groups (PIRGs), and draft regional annual safety and air navigation and other reports. In this regard, it was requested that States report on the progress made in their implementations, based on homogeneous measurement indicators, so that the GREPECAS dashboard, as well as GREPECAS, RASG-PA and the regional working groups may also use the same tool with information on the regional indicators.

2.8 According to the presentation and taking into account the GREPECAS/20 draft report (Agenda Item 5 – GREPECAS work programme) *“The Dashboard will allow the implementation of a measurement system that allows the State to visualize the current degree of implementation, and the expectations and/or implementation goals, to:*

- a) be able to support tasks that require continuous data collection and measurements to establish a data report that is representative;*
- b) the implementation status be shown through dynamic and interactive graphics that are available in the Dashboard;*
- c) generate Ad-hoc reports that will illustrate the data collected in the Dashboard; and*
- d) make available for each State access to the secure portal of the GREPECAS Dashboard for its use and reporting”.*

2.9 In view of the above, and taking into account the capacity and potential of the new portal and the fact that States should be involved in the use, uploading and maintenance of the information contained therein, it is deemed necessary to instruct the Regional Office, in coordination with GREPECAS, to organise dissemination and training activities for States on the applications available on the iSTARS platform, in particular the regional portal.

3. **Action suggested**

3.1 The Meeting is invited to:

- a) take note of the contents in this paper;
- b) support the proposal to request the working groups established in GREPECAS and RASG/PA to prepare guideline material for the development of indicators applicable to national air navigation plans; and

- c) support the proposal to entrust the Regional Office with the organisation of activities for the dissemination of the various applications contained in the iSTARS platform, in particular those related to the GREPECAS air navigation service dashboard contained in the iSTARS 4.0 regional portal.

- END -