



KPAs: The eleven KPAs of the GANP

A way of categorizing performance subjects related to high-level ambitions and expectations. ICAO has defined 11 KPAs:

Safety, Security, Environmental Impact, Cost Effectiveness, **Capacity**, Flight **Efficiency**, Flexibility, **Predictability**, Access And Equity, Participation By The ATM Community And Global Interoperability.

The screenshot shows the ICAO GANP Portal interface. At the top, it features the ICAO logo and the text 'ICAO GANP PORTAL'. There are social media icons (Facebook, Twitter, LinkedIn, YouTube, Instagram) and a search bar labeled 'Search ICAO'. Below this is a navigation bar with 'Back to Portal', 'ASBUs', 'Performance Framework', and a 'Logout' button. The main heading is 'PERFORMANCE OBJECTIVE CATALOGUE' with a 'GENERATE PDF' button. A list of performance objectives is displayed, each with a right-pointing arrow: Efficiency, Capacity, Predictability, Safety, Security, Environment, Cost effectiveness, Interoperability, Access and equity, Participation by the ATM community, and Flexibility. The footer contains the ICAO logo and three columns of links: 'Help' (Terms & Conditions, Site Index, Links), 'Contact Us' (ICAO Headquarters, Headquarters, Regional Offices), and 'Regional Offices' (Asia and Pacific (APAC) Office, Bangkok; Eastern and Southern African (ESA) Office, Nairobi; European and North Atlantic (EUR/NAT) Office, Paris).



KPIs: The nineteen KPIs of the GANP

- A set of performance indicators is used that allows for monitoring of current operations.
- ICAO recommends that States utilize a focused set of Key Performance Indicators (KPIs) that provide the means of identifying shortfalls and prioritizing investments.
- This approach will allow all stakeholders to analyze the current and future performance of the Air Navigation system and to take actions, if needed, to fill the gap between the current performance and the expected one.
- It is proposed to work on a set of KPIs, according to needs and capabilities.
- To start with a simple set of indicators (Core KPIs) matching States needs, and to complete them later with more complex ones (Additional KPIs).
- This would be further reviewed/discussed by the ASBU Symposium (19-20 January 2021) before presentation to MIDANPIRG/18 for final decision.



MID KPIs



KPIs

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|-------|--------------------------------------|--|--|
| KPI01 | Departure punctuality | | |
| KPI02 | Taxi-out additional time | | |
| KPI03 | ATFM slot adherence | | |
| KPI04 | Filed flight plan en-route extension | | |
| KPI05 | Actual en-route extension | | |
| KPI06 | En-route airspace capacity | | |
| KPI07 | En-route ATFM delay | | |
| KPI08 | Additional time in terminal airspace | | |
| KPI09 | Airport peak capacity | | |

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|-------|-------------------------------|--|--|
| KPI10 | Airport peak throughput | | |
| KPI11 | Airport throughput efficiency | | |
| KPI12 | Airport/Terminal ATFM delay | | |
| KPI13 | Taxi-in additional time | | |
| KPI14 | Arrival punctuality | | |
| KPI15 | Flight time variability | | |
| KPI16 | Additional fuel burn | | |
| KPI17 | Level-off during climb | | |
| KPI18 | Level capping during cruise | | |
| KPI19 | Level-off during descent | | |