

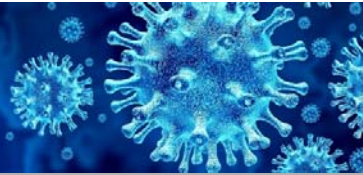


ICAOMID

MID ASBU Webinar

(19 - 20 January 2021)





GANP performance framework

- History
- MID Region core KPIs
- States capabilities for measurement of MID Air Navigation KPIs
- The conclusion



History

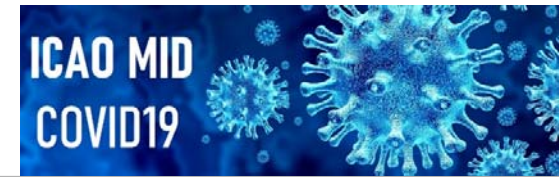
- MID ASBU Webinar (13 - 15 October 2020) reviewed all the 19 KPIs proposed by GANP 6th edition, and investigated the required data needed to measure each KPI.
- In Q4-2020, all MIDANPIRG Subgroups meetings reviewed and agreed on an initial set of KPIs that should be measured on the MID Region. A concern on different States' capabilities for data measurement.
- ICAO MID SL AN 1/7.1 - 20/248 Dated 17 December 2020, circulated to the MID States to ensure State capabilities for measurement of MID Air Navigation KPIs.

The screenshot shows the ICAO GANP PORTAL website. At the top, there is the ICAO logo and the text 'ICAO GANP PORTAL'. To the right, there are social media icons for Facebook, Twitter, LinkedIn, YouTube, and Instagram, along with a search bar containing 'Search ICAO'. Below the header, there is a navigation bar with 'Back to Portal', 'ASBUs', and 'Performance Framework'. The main content area is titled 'PERFORMANCE OBJECTIVE CATALOGUE' and includes 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. At the bottom, there is a footer with the ICAO logo and three columns of links: 'Help' (Terms & Conditions, Site Index, Links), 'Contact Us' (ICAO Headquarters, Regional Offices), and 'Regional Offices' (Asia and Pacific (APAC) Office, Bangkok; Eastern and Southern African (ESAF) Office, Nairobi; European and North Atlantic (EUR/NAT) Office, Paris).



MID Air Navigation KPIs

KPI	Title / Definition	Measurement Units	Variants	Data Requirement	Formula / Algorithm	Timeframe
KPI 01 (predictability)	Departure punctuality: Percentage of flights departing from the gate on-time (compared to schedule).	% of flights	Variant 2A – % of departures within ± 15 minutes of scheduled time of departure	For each departing scheduled flight: – List of all IFR scheduled departure for each international aerodrome – Scheduled time of departure (STD) or Scheduled off-block time (SOBT) – Actual off-block time (AOBT)	At the level of individual flights: 1. Exclude non-scheduled departures 2. Categorize each scheduled departure as on-time or not At aggregated/National level: 3. Compute the KPI: number of on-time departures divided by total number of IFR scheduled departures	1 month (June 2021)
KPI 02 (Efficiency, Environmental Impact)	Taxi-out additional time: Actual taxi-out time compared to an unimpeded/reference taxi-out time.	Excess taxi-out time in Minutes/flight	Variant 1 – basic (computed without departure gate and runway data)	For each departing flight: – List of all IFR departures for each international aerodrome – Actual off-block time (AOBT) – Actual take-off time (ATOT)	At the level of individual flights: 1. Select departing flights, exclude helicopters 2. Compute actual taxi-out duration: ATOT minus AOBT 3. Compute additional taxi-out time: actual taxi-out duration minus unimpeded/reference taxi-out time At aggregated/National level: 4. Compute the KPI: sum of additional taxi-out times divided by number of IFR departures	1 month (June 2021)
KPI 13 (Efficiency, Environmental Impact)	Actual taxi-in time compared to an unimpeded/reference taxi-in time	Excess taxi-in time in Minutes/flight	Variant 1 – basic (computed without landing runway and arrival gate data)	For each arriving flight: – List of all IFR scheduled Arrivals for each international aerodrome – Actual landing time (ALDT) – Actual in-block time (AIBT)	At the level of individual flights: 1. Select arriving flights, exclude helicopters 2. Compute actual taxi-in duration: AIBT minus ALDT 3. Compute additional taxi-in time: actual taxi-in duration minus unimpeded/reference taxi-in time At aggregated/National level: 4. Compute the KPI: sum of additional taxi-in times divided by number of IFR arrivals	1 month (June 2021)
KPI 14 (predictability)	Arrival punctuality Percentage of flights arriving at the gate on-time (compared to schedule)	% of flights	Variant 2A – % of arrivals within ± 15 minutes of scheduled time of arrival	For each arriving scheduled flight: – List of all IFR scheduled arrival for each international aerodrome – Scheduled time of arrival (STA) or Scheduled in-block time (SIBT) – Actual in-block time (AIBT)	At the level of individual flights: 1. Exclude non-scheduled arrivals 2. Categorize each scheduled arrival as on-time or not At aggregated/National level: 3. Compute the KPI: number of on-time arrivals divided by total number of scheduled arrivals	1 month (June 2021)



Analysis on States responses on capabilities for measurement of MID Air Navigation KPIs

KPI	Title	State responses	Comments
KPI 01	Departure punctuality	Number of States that replied to Part 2 of the Questionnaire: 6 out of 15. State responses:	No objection received for the proposed 4 KPIs and data to be collected. The 4 KPIs will be proposed to MIDANPIRG as part of the revised AN Strategy (Part 2).
KPI 02	Taxi-out additional time	<ul style="list-style-type: none"> - Iran: automation tool under development for OIIE. - Jordan: will be collected manually for OJAI. - Qatar: automation tool under development for OTHH. - Saudi Arabia: automated tool available for OERK, OEJN, OEKF, OEMA - UAE: Automated tool for OMAA, OMDB, OMDW and OMSJ; and manual for OMAD, OMAL, OMRK and OMFJ. - Yemen: manual data gathering for OYAA. 	
KPI 13	Taxi-in additional time		
KPI 14	Arrival punctuality		



The conclusion

According to State responses, the agreed MID Region AN KPIs will be included in the MID Air Navigation Strategy Part II, to be presented to MIDANPIRG/18 (15 - 22 February 2021) for endorsement.

States will be required to provide the data for measuring each KPI for the month of June 2021, to be monitored and National and Regional levels; to be included in the annual MID Air Navigation report.



