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WORKING PAPER

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On-line, 25 to 27 August 2021, 09:00 to 13:00 (UTC-5)

Agenda Item 4: Implementation of Air Navigation Issues
4.5 Air Navigation Indicators/metrics (Dashboard) initiative

**INITIATIVE FOR THE DEVELOPMENT OF THE NAM/CAR REGION PERFORMANCE DASHBOARD
(NACC DASHBOARD)**

(Presented by the Secretariat)

EXECUTIVE SUMMARY

As several applications progress in the planning of the ICAO Global Plans implementation, the next step requires a measurement strategy on the main Key Performance Indicators (KPIs) for their follow-up and notification, through a Regional Performance Dashboard. Therefore, due to the need to present this information in a graphical view as a decision-making tool to States and stakeholders in the NAM/CAR regions, this working paper aims to present this initiative for the development of the NACC Dashboard.

Action:	The suggested action is presented in Section 4.
Strategic Objectives:	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency
References:	<ul style="list-style-type: none">• Global Air Navigation Plan (Doc 9750)• Global Aviation Safety Plan (GASP) (Doc 10004)• Terms of Reference of the North American, Central American and Caribbean Working Group Meeting (NACC/WG/6)• Air Navigation Implementation Working Group (ANI/WG) Target website

1. Introduction

1.1 The Global Air Navigation Plan (GANP) (Doc 9750) and the Global Aviation Safety Plan (GASP. Doc 10004) allow coherent planning of air navigation and safety activities according to specific needs of each region, being recognized in such a way that the achievement are only through the cooperative, collaborative, and coordinated association of its main actors.

1.2 During the 38th Session of the ICAO Assembly (2016), performance dashboards were approved aiming to provide an overview of the strategic objectives of air navigation and safety capacity and efficiency, using for such purpose a set of indicators and metrics based on the regional implementation of the GANP and GASP. It should be noted that these dashboards continued to be addressed during the 40th Session of the ICAO Assembly (2019).

1.3 As a precedent, the idea of developing dashboards arises as a mandate of the ICAO Council, and above all from the need to show and concentrate relevant information, easy to read and available to all interested parties. In other words, they graphically represent the main KPIs in order to have a better decision-making and thereby allowing an optimization of the strategy of any organization/company. This is as part of the performance-based approach agreed upon by aviation.

1.4 Similarly, the CAR/SAM Regional Planning and Execution Group (GREPECAS) and the Regional Aviation Safety Group – Pan America (RASG-PA) should be implementing a dashboard to publish the progress in the implementation of the GANP and GASP respectively. In order to support this task, GREPECAS has agreed that the measurement effort is a task of the recently created Data Analysis Group (DAWG), which will present a proposal at the Nineteenth GREPECAS Plenary Meeting (27 to 29 November 2021). The RASG-PA has already submitted an initial prototype of its monitoring to the GASP reporting its Safety Performance Indicators (SPIs) and targets, as shown in the **Appendix** to this Working Paper.

1.5 It is also worth mentioning that through the Air Navigation Implementation Working Group (ANI/WG) a follow up of the level of implementation of the indicators corresponding to Air Navigation Services (ANS) was carried out, which is currently still available for reference on the NACC Regional Office website: <https://www.icao.int/NACC/Pages/Implementation-Targets.aspx>

2. Discussion

2.1 Transparency and information exchange are fundamental for a safe and efficient global air transport system. In accordance with this principle, the proposal is to introduce a regional dashboard that has an approach on implementation and that shows global priorities and their status at the regional level and related matters to the strategic objectives approved by the ICAO Assembly.

2.2 Measurement strategy: The next step the establishment of measures and a reporting strategy. While a set of regional performance indicators and supporting metrics are being progressively identified, it should be recognized that a measurement strategy that includes data collection, storage, and data processing for the generation of regional performance metrics reports will allow the correlation between its current status and the expectations.

2.3 In this regard, the Terms of Reference (ToR) of the North American, Central American and Caribbean Working Group (NACC/WG), describe among other matters, the promoting initiatives to improve the Air Navigation performance through the adequate analysis of the information, managing to increase safety, environmental efficiency and/or operational capacity of Air Navigation Services (ANS). As well as to share information on implementation initiatives among States, Territories, and International Organizations to improve the compatibility of air traffic management operations.

2.4. The NACC Dashboard initiative consists in developing an online platform within the of the NACC Regional office website, using for this purpose the Power BI tool and in coordination with the States and Stakeholders in the region to agree on which indicators/metrics will be the most relevance to be viewed and measured on the dashboard.

2.5 The NACC dashboard in addition of containing the most relevant indicators and metrics corresponding to the ANS areas according to the GANP, will also provide (in separate sections) the indicators corresponding to the areas of Safety according to the GASP and Aviation Security and Facilitation (AVSEC/FAL) in accordance with the Global Aviation Security Plan (GASeP). Therefore, this Dashboard will be complemented (in the ANS and Safety parts) with the future GREPECAS and RASG-PA dashboards, since they will use the same data sources and information management.

2.6 The current planning of the NACC Dashboard initiative includes the development of a prototype to be presented to States/Territories at the Tenth North American, Central American and Caribbean Directors of Civil Aviation Meeting (NACC/DCA/10) to be held from 29 November to 2 December 2021. In due course, the States, territories and interested International Organizations of the region will be invited to collaborate periodically with information for its updating. This initiative of the NACC Dashboard has contemplated the management and protection of sensitive information, as well as authorized access for consultation and use of it.

3. Conclusion

3.1 The Regional Performance Control Board (NACC Dashboard) will provide a view of the implementation status in various areas including air navigation, its efficiency and benefits to the environment. This will help ensure that the information is used fairly and consistently.

3.2 It is concluded that a measurement strategy that includes the collection, processing, storage, as well as the graphical presentation of reports of the indicators/metrics available to the States is fundamental for the success of a performance-based approach in the NAM/CAR region.

4. Suggested actions

4.1 The meeting is invited to:

- a) Take note of the information contained in this working paper;
- b) support the initiative to develop the NACC Dashboard in the part that corresponds to ANS; and
- c) urge States to provide the NACC Regional Office with the necessary information on the indicators for this initiative.

APPENDIX
Objectives, Goals and Indicators of the RASG-PA Dashboard

Below is a table that contains the objectives, goals, and indicators of the Global Aviation Safety Plan (GASP) (Doc 10004) that have currently been considered in the initial prototype of the Regional Aviation Safety Group - Pan America (RASG-PA) Dashboard:

Goal	Target		Indicators
Goal 1: Achieve a continuous reduction of operational safety risks	1.1	Maintain a decreasing trend of global accident rate	Pending to be determined
Goal 2: Strengthen States' safety oversight capabilities	2.1	All States to improve their score for the effective implementation (EI) of the critical elements (CEs) of the State's safety oversight system	<ul style="list-style-type: none"> • Overall EI score per State • Overall regional EI score • Number of States that met the EI score as per the timelines • Percentage of priority PQs implemented by a State
	2.2	By 2022, all States to reach a safety oversight index greater than 1, in all categories	<ul style="list-style-type: none"> • Number of States maintaining a safety oversight index greater than 1 in all categories • Percentage of States maintaining a safety oversight index greater than 1 in all categories • Percentage of each category with a safety oversight index greater than 1 globally • Safety oversight index per State, per category
Goal 3: Implement effective State safety programmes (SSPs)	3.1	By 2022, all States to implement the foundation of an SSP	<ul style="list-style-type: none"> • Number of States having implemented the foundation of an SSP • Percentage of satisfactory SSP foundational PQs
Goal 4: Increase collaboration at the regional level	4.3	By 2022, all States with effective safety oversight capabilities and an effective SSP, to actively lead RASGs' safety risk management activities	<ul style="list-style-type: none"> • Number of RASGs that have a regional aviation safety plan

Goal	Target		Indicators
Goal 5: Expand the use of industry programmes	5.2	By 2022, increase the number of service providers participating in the corresponding ICAO-recognized industry assessment programmes	<ul style="list-style-type: none"> • Number of service providers participating in the corresponding ICAO-recognized industry assessment programmes
Goal 6: Ensure the appropriate infrastructure is available to support safe operations	6.1	By 2022, all States to implement the air navigation and airport core infrastructure	<ul style="list-style-type: none"> • Number of States having implemented the air navigation and airport core infrastructure elements <ul style="list-style-type: none"> - ANS EI percentage - Number of certified aerodromes - Number of RST implemented