



**Fourth GREPECAS–RASG-PA Joint Meeting and
Twenty-second Meeting of the CAR/SAM Regional Planning and Implementation Group
(GREPECAS/22)**

Virtual Phase (Asynchronous, 16 September to 18 October 2024)
In-Person Phase (Lima, Peru, 20 to 22 November 2024)

**Agenda Item 9: Analysis of the Critical ANS Implementation Areas – the Effective Path
to implementation**

**WORKING SESSION ON PERFORMANCE BASED PLANNING AND MANAGEMENT OF
GANP KPIS**

(Submitted by the Secretariat)

Background

1. The GREPECAS /21 Meeting, held in Santo Domingo, from 14 to 17 November 2023 adopted the Conclusion 21/04 - Actions for the advancement of Volume III of the Regional Plan (RANP) CAR/SAM for air navigation to promote the development of the aforementioned Plan with the participation of all States and stakeholders, and to move towards the definitive application of the six-step method of performance-based planning stipulated in the GANP, and to ensure cost-effective and interoperable implementations, as well as the contribution of such planning to the socio-economic development objectives in each State. Working Papers GREPECAS22 WP/03 and WP/05 analyse the progress of the above-mentioned Conclusion.
2. The Third Joint Meeting RASG-PA/GREPECAS (Santo Domingo, November 14, 2023) established guidelines for the collection of data and the development of Safety KPIS (KPIS 20, 21, 22, 23). See the following paragraphs for the recommended changes to the management of these indicators.
3. The Fourteenth ICAO Air Navigation Conference (AN-Conf/14) was held in Montreal, Canada, from 26 August to 6 September 2024, with the purpose of strengthening a global consensus on performance improvement initiatives that can most help ICAO, Member States and industry solve the environmental issues facing global aviation and the rapid evolution of aviation operations and technologies. The recommendations of AN-Conf/14 will be submitted to the Council for approval and will be submitted for endorsement by the 42nd session of the Assembly in 2025.
4. It is noteworthy that the Conference considered the paper AN-Conf/14-WP/4 submitted by the Secretariat, which summarizes the study carried out by the Global Plans Task Force (GPTF). The Team recommended that the linkages between the plans be defined through **a common performance framework** for all global plans. To this end, all aspects related to "Safety" presented in the GANP Performance Objectives Catalogue (KPIS 20, 21, 22 and 23) should be referred to the GASP and consequently removed from the GANP.

5. In view of the above, AN-Conf/14 adopted Recommendation 1.2/1 - Work to improve the harmonization of the Global Aviation Safety Plan (GASP) and the Global Air Navigation Plan (GANP), which proposes the “*removal of duplicate indicators from the respective Plans, as part of the longer-term work towards building a common performance framework for all Global Plans and containing a comprehensive set of indicators*”.

Support activities by the Regional Offices

6. The following activities have been carried out to promote and assist States/Territories/Organizations on performance-based planning, KPI development and the development of Volume III of the RANP CAR/SAM:
 - NACC Office - Second Workshop for the implementation of Volume III of the Air Navigation Plan (ANP) for the CAR/SAM Regions, Mexico City, February 13-15, 2024.
 - SAM Office – First Follow-up Workshop on the preparation of Vol. III of the Regional Air Navigation Plan, Virtual, from April 24 - 26, 2024.
 - SAM Office – Third Workshop/Meeting on ATFM Regional Data Management and Indicators (Virtual, July 8-11, 2024)
 - SAM Office – Second Follow-up Workshop on the preparation of Vol. III of the Regional Air Navigation Plan, Virtual, from September 2 - 4, 2024.
 - NACC Office - Workshop on strategic planning focused on air navigation and airports, including guidance for decision-making based on Cost-Benefit Analysis (CBA), Mexico City, September 17-20, 2024
 - NACC Office - Global Air Navigation Plan Key Performance Indicators (KPIs) Workshop, Mexico City, October 28-31, 2024

Problem statement:

- The Regional CAR and SAM implementation groups are promoting initiatives to optimize airspace and the supply of ATM and CNS, developing improvements for the Capacity and Efficiency areas, as well as granting Safety.
- However, GREPECAS programmes and projects need to evolve towards the performance-based approach, implementing Operational modules of the GANP through reformulated and harmonised programmes and projects, for instance, the NEOSPACE-1 project (FRTO and APTA modules).
- Likewise, the initiatives of the AIM, MET and CNS groups must be reinforced to develop, respectively, the GANP's Information and Technology *threads*, which are the support and platform of the Operational part. These *threads* are not yet associated with KPIs, but it is necessary to define and harmonize the support metrics to monitor progress.
- Most States/Territories/Organizations are in the initial or preparatory process for the formulation of KPI baselines. In version 0.1 of the RANP, in Tables PMP III-4 and PMP III-5, data provided by twelve (12) States have been populated.

Gaps and problems identified

1. Volume III of the RANP CAR/SAM is the platform on which the implementation of the ASBU framework is deployed, therefore, it is essential that it can become an effective tool for performance-based planning, the improvement of air navigation and the management of KPIs.
2. The updating of National Air Navigation Plans (NANP) is progressing with difficulties, in general, due to a lack of technical and administrative resources for their development. Assistance activities have been initiated with States, but there is still a need to strengthen cost-benefit analysis in the decision-making process for the implementation of elements of improvement in air navigation.
3. The GANP seventh edition has established 23 performance KPIs, however, it is necessary to identify which of these indicators should be developed in the first order, within a progressive approach, from simple KPI indicators to complex indicators and the selection of priorities based on some criteria defined in consensus¹.
4. The parameters for the KPIs and calculation methodologies are described in the GANP portal (English language only). However, there is no Regional CAR/SAM Guidance with more specific directions for the application of these methodologies, including case studies. Therefore, there are no formal agreements on the variants that will be used for some KPIs, according to the description of the GANP. A harmonized reference year for the baseline needs to be defined, the KPIs promulgated in Vol. III refer to different years (2019, 2021, 2022, etc.)
5. Insufficient communication that affects the participation of air navigation implementation groups in the tasks of calculation and management of KPIs, which does not allow strengthening the performance-based planning process. This also affects integrated work with industry, airlines and users.
6. Insufficient cooperation within the Administrations between the air navigation planning sector and the data providers that are necessary for the formulation of KPIs.
7. In line with the outcomes and recommendations of the ICAO Fourteenth Air Navigation Conference, new global and regional commitments and challenges arising from the eighth edition of the GANP would be presented from 2025, including:
 - Implementation of the eighth edition of the GANP which will include the update of the Environment KPA and the Resilience *focus area*, including amendments to the ASBU framework and KPI indicator framework.
 - Development of the National Plans (NANPs), included in the fourth level of the GANP, through the approval of the template of said Plan, during the 42nd Assembly of ICAO.
 - Improving the efficiency of air navigation services that contribute to LTAG (Long term aspirational goals) environmental objectives.
 - Global implementation of the FF-ICE, retirement of the 2012 Flight Plan format, and advancement in Trajectory-Based Operations (TBO).

¹ Examples to define criteria: Availability of the data required for the calculation of the KPI, through an identified data provider (airport, ANSP, CAA, etc.). Resources necessary for the organization and processing of data. Costs associated with these resources. Relevance or identification of the priority of the KPI, internally within the Administration and as part of the Regional and interregional implementation.

- Development of space transportation and operations in the upper airspace (HAO).

Consequently, at the working session, discuss the proposed topics and formulate three (03) initiatives or actions to address each matter.

- a) How can effective communication channels be established or strengthened with all stakeholders in the projects for the implementation and improvement of air navigation, as well as the development of the RANP CAR/SAM?
- b) How can the joint work of regional implementation groups with the Industry, Airlines and users be strengthened and, simultaneously, improve the use of KPI indicators in a progressive and harmonized way by these groups?
- c) Considering the new commitments that the application of the eighth edition of the GANP will entail. What actions or mechanisms should GREPECAS, and its members activate or implement for the period 2025 -2031?
- d) How can the implementation of the CNS technology platform be accelerated and the interoperability of air navigation systems and facilities in the CAR/SAM Region strengthened?
- e) Identify and propose other initiatives that collaborate with the overall improvement of performance-based planning and KPI management, based on the adoption of the GANP.

<p style="text-align: center;">Instructions for the working session Exercise on performance-based planning and KPI management</p>
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1. Objective of the working session:

Improve the understanding of performance-based planning and the development of the ANP CAR/SAM, Vol. III by the participants of the table, so that initiatives are identified to strengthen the planning and management capacities of implementation projects, and feedback is generated for the States/Territories/Organizations, as well as the GREPECAS bodies. The working session aims to promote collaboration, knowledge sharing and problem-solving among participants.

2. Activities of the working session:

Participants in the GREPECAS meeting will be divided into groups. Each group will nominate a rapporteur to present the results of the panel to the meeting. It is necessary to analyze the specific challenges faced with the effective implementation of Volume III, in order to turn it into a management tool for performance-based planning.

3. Deliverable:

Presentation of a PowerPoint (4 to 6 slides) to present the strategy or approach to address the challenges, as well as the initiatives proposed by the table.

4. Expected Results.

- Identify viable proposals for the effective implementation of Volume III of the ANP CAR SAM.
- Improvement of planning and management capacities of implementation projects, for aviation specialists in South America and the Caribbean.

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