NAM/CAR/SSP/WG/4 — WP/02
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Fourth State Safety Programme (SSP) Working Group Meeting for the NAM/CAR Regions (NAM/CAR/SSP/WG/4)
Mexico City, Mexico, 20 May 2024

Agenda Item 5: **Conclusions/Agreements and Other Business**
5.3 Other Business

SAFETY PERFORMANCE MEASUREMENT FOR AIR TRAFFIC SERVICES (ATS) IN THE CAR REGION

(Presented by the Secretariat)

EXECUTIVE SUMMARY
This Working Paper the paper suggests the State Safety Programme (SSP) Working Group for the NAM/CAR Regions to encourage States to include safety performance indicators to reflect air traffic services safety performance into their SSP safety performance framework.

Action:	Suggested actions are included in Section 5.
Strategic Objectives:	• Safety
References:	• Annex 11 – Air Traffic Services • Annex 19 – Safety Management • ICAO Global Air Navigation Plan (GANP) • ICAO Global Safety Plan (GASP) • CAR/SAM Air Navigation Plan • Final report of the Third GREPECAS–RASG-PA Joint Meeting and the Twenty-first Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/21), Santo Domingo, Dominican Republic, 14 to 17 November 2023. • Summary of discussions Second CAR Workshop for the Implementation of the CAR/SAM Air Navigation Plan Volume III, (CAR/SAM/ANP-VOLIII/2), Mexico City, Mexico, 13 to 15 February 2024

1. Introduction

1.1 The evolution of the global air navigation system, as detailed in the ICAO Global Air Navigation Plan (GANP), requires the development of several performance areas, including capacity and efficiency, with safety as an integral ingredient.

1.2   It is widely accepted that the transition from an implementation oriented to a performance-based air navigation environment can provide significant benefits to enhance the global aviation system.

1.3   To take advantage of these changes, the CAR/SAM Regions are obliged to promote the development of a performance-oriented planning framework to include the aviation system block upgrades into the CAR/SAM Regions air navigation system.

2.   Background

2.1   The GANP is the ICAO's highest air navigation strategic document and the plan to drive the evolution of the global air navigation system. Developed in collaboration with and for the benefit of stakeholders, the GANP is a key contributor to the achievement of ICAO's Strategic Objectives and has an important role to play in supporting the United Nations 2030 Agenda for Sustainable Development.

2.2   The Regional Air Navigation Plan (RANP) provide for the planning and implementation of air navigation systems within a specified area, in accordance with the agreed global and regional planning framework. They are developed to meet those needs of specific areas not covered in the worldwide provisions. The development and maintenance of the RANP is undertaken by the corresponding ICAO Planning and Implementation Regional Group (PIRG) with the assistance of the ICAO Secretariat.

2.3   On 18 June 2014, the ICAO Council decided that the regional air navigation plans (ANPs) should be published in three volumes. The RANP Volume III contains a series of tables to collect information regarding regional air navigation performance to support the performance-planning framework of the RANP.

2.4   The seventh edition of the GANP enhanced the relationship with the ICAO GASP by introducing a safety performance framework, which identifies a common high-level safety performance ambition as well as focus areas, performance objectives and Key Performance Indicators (KPIs) that cover all aspects of the aviation system, allowing the GANP to consider safety in an integrated way within its other 10 Key Performance Areas (KPAs). At the same time, it provides a shared safety related terminology for the GANP and the GASP, promoting consistency across the two global plans.

3.   Discussion

3.1   During the GREPECAS/21 Meeting (Third GREPECAS–RASG-PA Joint Meeting (RASG-PA/GREPECAS/3) held in Santo Domingo, Dominican Republic, from 15 to 17 November 2023, a Working Session for the KPIs of the RASG-PA and GREPECAS was conducted, to discuss the sharing of information required for monitor the implementation of the GASP and the GANP.

3.2   Among the results of this working session, some conclusions and required actions need to be highlighted for the purpose of this Working Paper:

- Clarification of needs: The safety indicators contained in the GASP are not necessarily sufficient or fully reflect the safety information needs of GREPECAS. The same thing happens with the air navigation indicators in the GASP.
    o *Required action: Each group should identify the indicators required by the other area.*
- Specialization and responsibilities: There is a consensus that safety indicators should be measured by RASG-PA, and air navigation indicators should be measured by GREPECAS.
    o *Required action: Based on the list of indicators prepared by each group, the other group will compile and share the information necessary to feed each of the indicators according to their area of specialty.*
- Indicators and Metrics Harmonization: It is crucial to harmonize the metrics used in the indicators of both plans to avoid duplication of efforts, improve efficiency in data collection, and facilitate the work of information exchange between both groups.
    o *Required action: The indicators should adjust to the common taxonomy recognized in each specialty area.*
- Limitations related to data collection: The required information to feed certain indicators depends on the data provided by States. Some States have a lack of adequate capacity and processes for data collection and management.
    o *Required action: During the preparation of the list of indicators, those indicators for which data are available should be initially considered.*
    o *Required action: It is essential to promote the SSP implementation process to allow the strengthening of States' capacities for the safety management and air navigation data.*

3.3   The ICAO NACC Regional Office organized the Second CAR Workshop for the Implementation of the CAR/SAM Air Navigation Plan Volume III (CAR/SAM/ANP-VOLIII/2), which was held in Mexico City, Mexico, from 13 to 15 February 2024. One of the objectives of the workshop was to continue with the management process of performance indicators approved in Table PMP III-3 – List of Key Performance Indicators (KPI) by Performance Objective and Performance Area of the CAR/SAM Regions.

3.4   Following the results of the Working Session for the Key Performance Indicators (KPIs) of the RASG-PA and GREPECAS, participants in the workshop reviewed the ***GANP*** safety related indicators and made the following recommendations:

- GREPECAS should request RASG-PA to collect the following data regarding safety to be included in the CAR/SAM ANP Volume III:

Key Performance Ambition (KPA)	Consider data collection of	Performance Objective	GANP Key Performance Indicator Number
Safety	Incidents	Maintain or Improve Safety	KPI20
Safety	Incidents	Maintain or Improve Safety	KPI21
Safety	Incidents	Maintain or Improve Safety	KPI22
Safety	Incidents	Maintain or Improve Safety	KPI23

- For KPI23 Number of Aircraft proximity (Airprox/ Traffic Alert and Collision Avoidance System (TCAS) alert/loss of separation/near midair collisions/Midair Collisions (MAC), participants considered necessary for ANS purposes to gather data related to Variant 3 (loss of separation) considering this variant was more oriented to measure Air Traffic Management (ATM) safety performance.

4.   Conclusions

4.1   The ICAO NACC Regional Office is requesting the support of the RASG-PA to ensure the ANS Safety Performance measurement in the CAR/SAM Regions and complete the required data for the implementation of the RANP Volume III. The support of the RASG-PA to GREPECAS for safety performance measurement will have a positive impact in the provision of ANS in the CAR/SAM Regions.

4.2   The more viable way to ensure ANS safety related data is collected at State level, is to promote the integration of the GANP Safety Performance Ambition KPIs into the SSPs safety performance framework, to be translated into the ATS Providers Safety Management Systems (SMS) Acceptable Level of Safety Performance requirements.

4.3   The implementation of SMS for ATS providers has been a Standard since November 2001. The information required from ATS providers´ SMS to support RANP Volume III is already available to States.

5.   Suggested Actions

5.1   The Meeting is invited to:

a)   encourage States to include, into their SSP´s safety performance framework, the GANP KPI 23 (Number of airprox/TCAS alert/loss of separation/near midair collisions/midair collisions (MAC)), Variant 3: loss of separation; and

b)   suggest any other actions deemed necessary.

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