



Setting goals, targets and indicators

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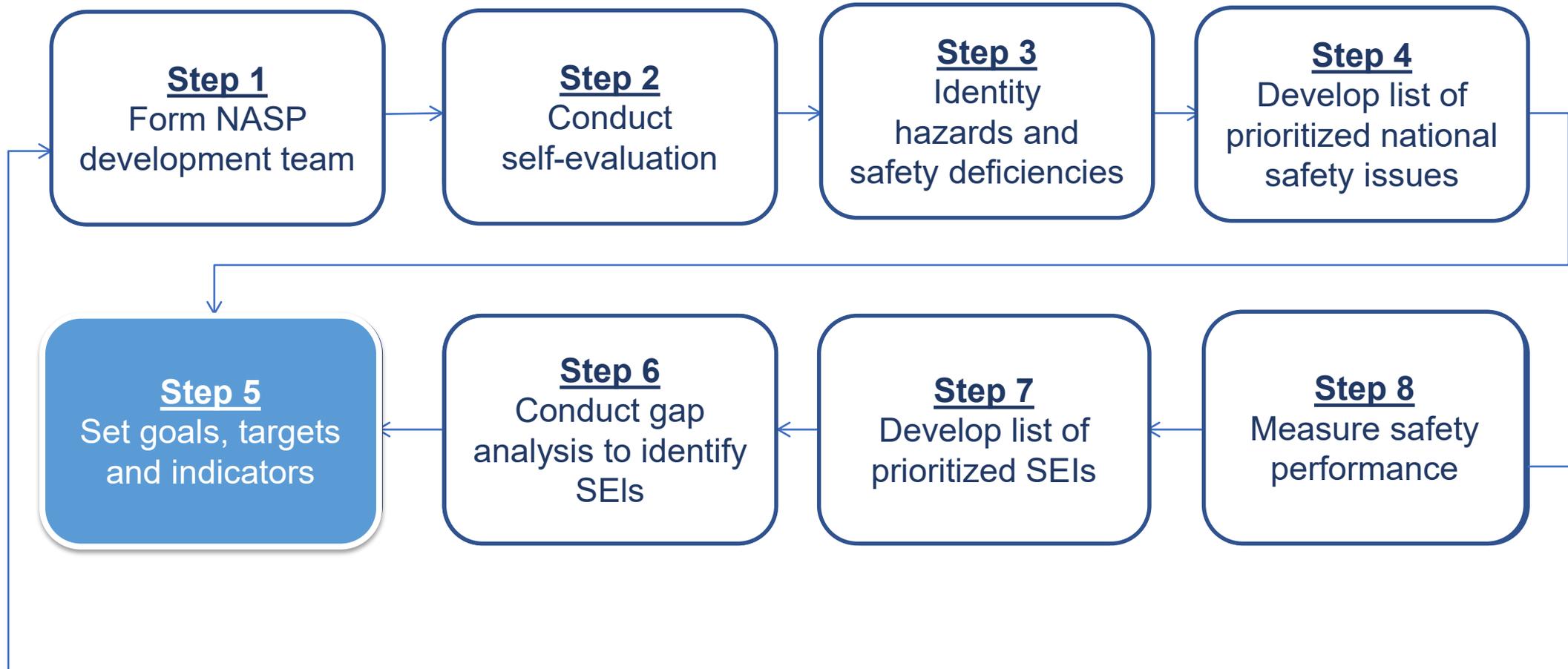


Contents

- 1.1. NASP Development Process
- 2. Concepts
- 3. States without a “Present” SSP *versus* States with a “Present” SSP
- 4. GTI Setting in States without a “Present” SSP
- 5. GTI Setting in States with a “Present” SSP
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NASP Development Process



Goals, Targets & Indicators Setting Process





Goals, Targets & Indicators Establishment Process





GASP Goals, Targets & Indicators





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Goal

- Results toward which efforts in safety are directed
- Present desired outcomes that strategy aims to produce
- Written in manner that describes high-level outcomes that State aims to achieve

Target

- Each goal should contain specific targets
- Specific desired outcomes from specific actions taken to achieve goals, at a certain point of time
- Written targets in a manner that identify who the specific actions are directed to

Indicator

- Each target should also include list of indicators to measure progress towards achieving respective goal
- Indicators are measurement index used to evaluate if NASP yields expected results (evidence)
- Written in a manner that references quantitative data.



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NASP y SSP Relationship

- State needs safety intelligence to
 - Develop a meaningful NASP
 - Set goals & targets
 - That address national ops safety risks and other safety issues
 - Develop and monitor effectiveness of Sels
- SSP with certain maturity level allows State to access to safety intelligence.
- NASP & SSP relationship is primarily affected by maturity level
 - Of SSP implementation and maintenance
 - "Present" - State has implemented all the components of SSP (fully implemented)





NASP y SSP Relationship

Scenario 1

State without a "present" SSP

- NASP will be informed primarily by GASP & RASP
- Focuses on ORG challenges
 - ✓ enhance ORG capabilities
- One of NASP's safety goals is to implement SSP

Escenario 1

State with SSP "Present"

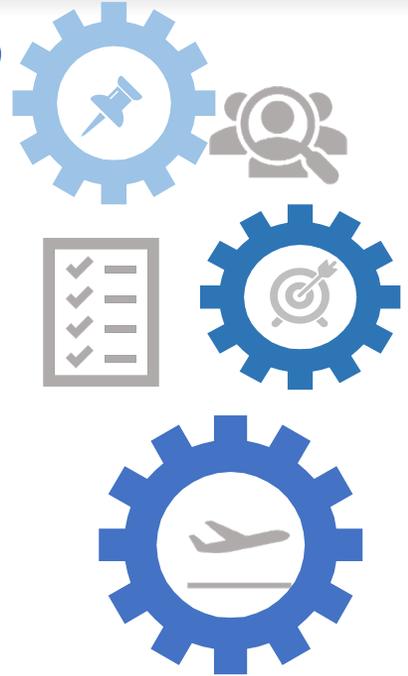
- NASP is guided primarily by SSP
 - ✓ also GASP & RASP
- NASP is one of key documents from SSP documentation
- NASP complements SSP
 - ✓ prioritize SSP improvements
 - ✓ mitigate other safety issues
 - ✓ contribute to other plans



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GTI Setting in States without a “Present” SSP



ICAO ASPIRATIONAL SAFETY GOAL “ZERO FATALITIES BY 2030 AND BEYOND”		
Goal	Target	Examples of Indicators
Goal 1: Achieve a continuous reduction of operational safety risks	1.1 Maintain a decreasing trend of global accident rate	<ul style="list-style-type: none"> • Number of accidents • Number of accidents per million departures (accident rate) • Number of fatal accidents • Number of fatal accidents per million departures (fatal accident rate) • Number of fatalities • Number of fatalities per passengers carried (fatality rate) • Percentage of occurrences related to high-risk categories (HRCs)



GTI Setting in States without a “Present” SSP

<i>Goals, Targets & Indicators Link with the GASP & RASP</i>	<i>Goals, Targets & Indicators Link with the GASP & RASP</i>	<i>Goals, Targets & Indicators Link with the GASP & RASP</i>	<i>Goals, Targets & Indicators Link with the GASP & RASP</i>
<i>1. For example, achieve a continuous reduction of operational safety risks</i>	<i>1.1 Maintain a decreasing trend of the national accident rate.</i>	<i>1.1.1 Number of accidents occurring in the State per 10 000 departures.</i>	<i>This goal is directly linked to Goal 1 and Target 1.1 of the GASP and linked to Goal 1 and Target 1.1 of the RASP.</i>
		<i>1.1.2 Number of accidents occurring in the State to aircraft over 5 700 kg involved in scheduled commercial operations.</i>	



Goals, Targets & Indicators Link with the GASP & RASP	Goals, Targets & Indicators Link with the GASP & RASP	Goals, Targets & Indicators Link with the GASP & RASP	Goals, Targets & Indicators Link with the GASP & RASP
<i>2. For example, strengthen the State's safety oversight capabilities</i>	<i>2.1 By 2026, reach an effective implementation score of 85%.</i>	<i>2.1.1 Overall EI score for the State.</i>	<i>This goal is directly linked to Goal 2 and Target 2.1 of the GASP and linked to Goal 2 and Target 2.1 of the RASP.</i>
		<i>2.1.2 Number of priority PQs implemented.</i>	
		<i>2.1.3 Percentage of completed corrective action plans (CAPs) completed.</i>	



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GTI Setting in States with a “Present” SSP

States shall use its safety data analysis processes to:

1. Identify safety deficiencies and priorities
2. Determine baseline of indicators
3. Determine safety goals that seek continuous improvement.





Contents

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INDICATOR CATALOGUE

**USE ICAO'S INDICATOR CATALOGUE TO
BUILD SAFETY PERFORMANCE INDICATORS
FOR YOUR ORGANIZATION**

<https://www.icao.int/safety/Pages/Indicator-Catalogue.aspx>



▸ **Surveillance Activities (2)**

1.001 Effective implementation (EI)

1.002 Runway inspections by finding category and inspection period

▸ **Occurrences (4)**

1.101 Accident rate by operation type and occurrence category

1.102 Number of accidents by operation type, occurrence category, risk category and injury level

1.103 Fatality rate by operation type and occurrence category

1.104 Number of fatalities by operation type and risk category

▸ **Runway Safety (5)**

1.201 Runway safety occurrences by occurrence category and occurrence class

1.202 Wildlife strikes by occurrence class and flight phase

1.204 Long landings

1.205 Tailwind landings by threshold level

1.206 Runway remaining



Results indicators
(lagging)

3

1.401 Missed approaches
1.403 EGPWS alert events

2.402 Continuous descent operations (CDO)

Advanced indicator
(leading)



2

Number of accidents or incidents CFIT/ number of annual operations



1

Number of accidents or incidents categorized as High Risk Category (HRC)/ number of annual operations



3

1.303 IFR-IFR loss of separation (IFR-IFR LOS)
1.304 Large height deviation (LHD) in RVSM airspace
1.305 TCAS events by advisory type

} Results indicators
(lagging)



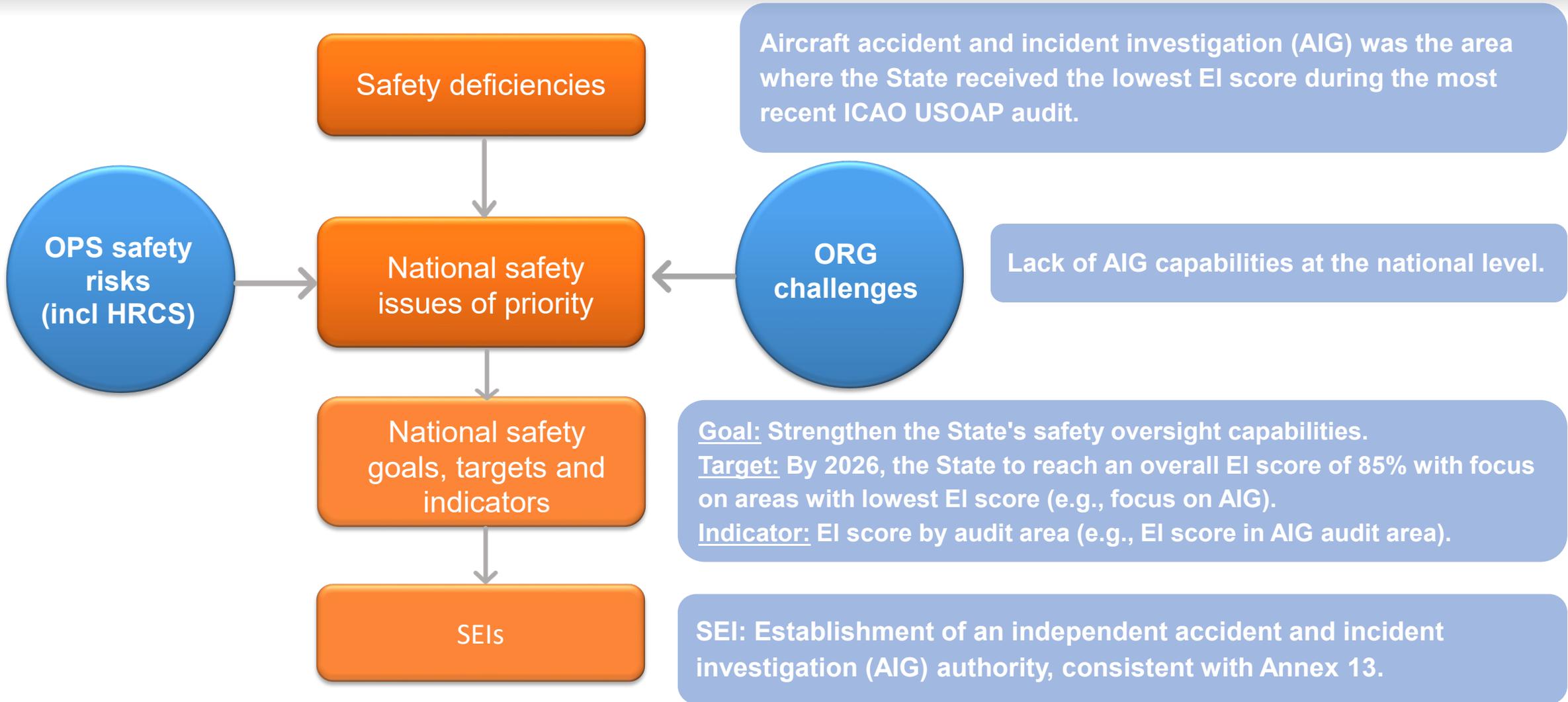
2

Number of accidents or incidents MAC
AIRPROX/ alert TCAS/separation loss/near mid-air
collisions/mid-air collisions/ number of annual operations



1

Annual number of accidents or incidents categorized as High
Operational Risk(HRC)/ number of annual operations





ICAO

SAFETY

Quality Check





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<i>Doc 10131</i>	<i>CONTENT OF THE NASP</i>	<i>Answer</i>	<i>Reference</i>
4.3.3 a)	Does it describe how the NASP is developed and endorsed, including any collaboration with internal and external stakeholders?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
4.3.3 a) 1)	Does it describe the governance of the NASP, this includes how frequently it is reviewed and updated??	<input type="checkbox"/> Yes <input type="checkbox"/> No	
4.3.3 a) 2)	Does it explain that a collaborative approach is needed to identify issues and implement SEIs to mitigate risks?	<input type="checkbox"/> Yes <input type="checkbox"/> No	



<i>Doc 10131</i>	<i>CONTENT OF THE NASP</i>	<i>Answer</i>	<i>Reference</i>
4.3.3 a) 3)	Does it describe the process used to determine national operational safety risks and other safety issues (e.g., organization challenges)?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
4.3.3 b)	Does it list the national safety goals, targets and indicators?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
4.3.3 b) 1)	Does it explain how the national safety goals, targets and indicators are linked to the GASP and RASP?	<input type="checkbox"/> Yes <input type="checkbox"/> No	



<i>Doc 10131</i>	<i>CONTENT OF THE NASP</i>	<i>Answer</i>	<i>Reference</i>
4.3.3 b) 2)	Does it list any specific national safety goals, targets and indicators over and above those of the GASP, if applicable?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
4.3.3 c)	Does it describe how the SEIs help to achieve the national safety goals?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
4.3.3 c) 1)	Does it explain the link between the national safety goals, and targets with the SEIs that the State will undertake to improve safety?	<input type="checkbox"/> Yes <input type="checkbox"/> No	



<i>Doc 10131</i>	<i>CONTENT OF THE NASP</i>	Answer	Reference
4.3.3 c) 2)	Does it explain how national safety goals and targets are linked to overarching SEIs at the regional or international levels?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
4.3.3 d)	Does it list the emerging issues that may require further analysis?	<input type="checkbox"/> Yes <input type="checkbox"/> No	



ICAO SAFETY



THANK YOU!