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Mexico City, Mexico, 30 September to 04 October 2024

**Agenda Item 3: Actions for the development of the Air Navigation Plans of the States and the
CAR/SAM Plan and progress in regional performance dashboards**

ANS SAFETY PERFORMANCE MEASUREMENT IN THE CAR REGION

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This Working Paper presents information regarding the requirements for safety performance measurement for the CAR/SAM Regional Air Navigation Plan Vol. III and request support to encourage the implementation of the Global Air Navigation Plan (GANP) safety performance indicators by the CAR Region Air Navigation Service Providers (ANSPs).	
Action:	Suggested actions are included in Section 5
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency
<i>References:</i>	<ul style="list-style-type: none">• 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 Vol. III, (CAR/SAM/ANP-VOLIII/2), Mexico City, Mexico, 13 to 15 February 2024• Final Report of the Thirty-ninth Regional Aviation Safety Group – Pan America Executive Steering Committee Meeting (RASG-PA/ESC/39), Mexico City, Mexico, 29 to 30 May 2024.

1. Introduction

1.1 It is a widely accepted management principle that the improvement of any system is based on the measurement and analysis of its performance. Consequently, the transition from an implementation-oriented to a performance-based air navigation system can provide significant benefits to enhance the global aviation system.

1.2 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.

1.3 To benefit from these changes, the CAR/SAM Regions must promote the development of a performance-oriented planning framework to include the Aviation System Block Upgrade (ASBU) into the CAR/SAM Regions air navigation system.

2. Background

2.1 The GREPECAS/21 Meeting approved the initial version of the CAR/SAM Regional Air Navigation Plan (RANP) Vol. III. The purpose of the Vol. III is to allow the implementation of a performance-based planning framework in the CAR/SAM Regions. The CAR/SAM RANP Vol. III is available with the other volumes in the following website <https://www.icao.int/NACC/Pages/namcar-eANPV1.aspx>.

2.2 The ICAO NACC Regional Office is undertaking several activities to support the implementation of the RANP Vol. III, by populating the tables that are intended to measure the CAR/SAM ANS performance, taking as a reference the GANP Key Performance Indicators (KPIs).

3. Analysis

3.1 During the Third GREPECAS–RASG-PA Joint Meeting (RASGPA/GREPECAS/3, held in Santo Domingo, Dominican Republic, on 14 November 2023, a Working Session on the KPIs of the RASG-PA and GREPECAS was conducted, to discuss the sharing of information required for monitor the implementation of the GANP. At the end of this session, there was a consensus that safety indicators should be measured by RASG-PA, and air navigation indicators should be measured by GREPECAS.

3.2 The ICAO NACC Regional Office organized the Second CAR Workshop for the Implementation of the CAR/SAM Air Navigation Plan Vol. 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.

3.3 Following the results of the Working Session for the 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 Vol. III:

Key Performance Area (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 AIRPROX/TCAS alert/loss of separation/near miss 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 safety performance.

3.4 The Secretariat presented a Working Paper to the Thirty Ninth Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting (RASG-PA/ESC/39), Mexico, Mexico, 29 to 30 May 2024, explaining the need for the collection of safety data to comply with the needs of the RANP Vol. III. The Meeting noted the suggested safety performance indicators, considering that further analysis was warranted, and decided to create an Ad hoc group, led by the Secretariat, to provide further guidance to RASG-PA on how to proceed with this request.

4. Conclusions

4.1 The implementation of the CAR/SAM RANP Vol. III will support the regional performance measurement for Air Navigation Services (ANS). The performance framework will not be complete, if safety is not a KPA to be included. If the CAR Region proposes to maintain safety as its main priority, that area needs to be clearly defined and measured.

4.2 The support for safety performance measurement will have a positive impact in the provision of ANS in the CAR/SAM Regions.

4.3 Regardless of the role played by the RASG-PA in the data collection and analysis process, the ultimate responsibility will still fall on the Air Traffic Services (ATS) authorities of the CAR Region. Particular attention should be given to the GANP KPI 23 Variant 3 (loss of separation).

5. Suggested Actions

5.1 The Meeting is invited to:

- a) take note of the information provided by this Working Paper;
- b) request ATS providers from the CAR Region to include into their data collection process the safety performance indicators from the GANP, as detailed in Section 3.3 of this Working Paper; and,
- c) encourage States to include, into their SMS 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.

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