International Civil Aviation Organization

South American Regional Office
**Thirteenth Meeting of Civil Aviation Authorities
of the South American Region (RAAC/13)**
(Bogota, Colombia, 4 to 6 December 2013)

RAAC/13-WP/12
30/10/13

Agenda Item 6:   Bogota Declaration

PRESENTATION OF THE REGIONAL PERFORMANCE DASHBOARD

(Presented by the Secretariat)

SUMMARY
This working paper presents information on the regional performance dashboard and the indicators it will contain, as well as the proposed goals to be attained during the next triennium in the SAM Region.

References:
- Global coordination meeting (GCM) of Regional planning and implementation groups (PIRGs) and Regional aviation safety groups (RASG) (Montreal, 19 March 2013); and - Meeting of Air Navigation and Safety Directors of the SAM Region, Lima, 21 to 22 October 2013.

ICAO Strategic Objectives:	*A – Safety* *C – Environmental protection and sustainable development of air transport*

1.   **Introduction**

1.1   The new versions of the Global Aviation Safety Plan (GASP) and of the Global Air Navigation Plan (GANP) permit planning of regional safety and air navigation activities in line with the specific needs of each region.

1.2   Within this framework, the main objective of the Global Coordination Meeting (GCM) of Regional planning and implementation groups (PIRGs) and Regional aviation safety groups (RASG) held on 19 March 2013 in Montreal was to exchange opinions about the preparedness and capacity of PIRGs and RASGs for setting priorities and objectives in line with the new versions of the GANP and GASP. The results of the meeting include:

a)   endorsement of the global safety priorities, and consideration of the need to establish regional objectives and priorities

b)   agreement reached on the need to measure performance improvements to help demonstrate their positive impact on the environment; and

c)   endorsement of the "regional performance dashboard" and the definition of a set of indicators and metrics.

1.3   In order to measure the status of implementation of global objectives and priorities in each region, ICAO has considered posting *Regional Performance Dashboards* on ICAO Regional Office

websites. These dashboards will illustrate the status of implementation of the strategic objectives for 2014-2016 in the region. A preliminary version of this page may be seen in the following link:

http://www.icao.int/safety/pages/regional-targets.aspx?code=icao1234&pass=montreal&region=Africa

1.4   In this regard, the States have recognised that a measurement strategy that includes the collection, processing, and storage of data, and the reporting on the identified regional performance metrics is fundamental for the success of a performance-based approach.

1.5   In this sense, at the 38th Assembly, the South American States welcomed the incorporation of a result-based approach into the GASP and the GANP. They also informed that, in support of this result-based approach, the CAR/SAM PIRG (GREPECAS) had been transformed from a functional organisation whose work was mostly based on meetings to a project-based organisation.

2.   **Discussion**

2.1   The *Regional Performance Dashboard* to be posted on the Regional Office website will show performance in regional objectives, and will initially contain graphs and maps, foreseeing an expansion of regional implementation priorities. This new online interactive system will be ready by March 2014. The current status (base line) and implementation projections will appear next to each of the selected regional objectives, based on the associated metrics for 2014-2016.

2.2   In view of the above, the Meeting of Air Navigation and Safety Directors held in Lima on 21-22 October analysed the current safety and air navigation status in the Region in order to define regional indicators and possible goals to be reached by December 2016.

2.3   The meeting selected five (5) indicators for monitoring safety objectives, focusing on safety oversight, accidents and serious incidents, runway excursions and incursions, aerodrome certification, and SSP and SMS implementation. **Appendix A** contains the performance indicators, the parameters assigned to them, as well as the current status and the goals foreseen for December 2016.

2.4   For air navigation objectives, ten (10) indicators were established, focusing on terminal PBN, en-route PBN, CDO, CCO, fuel savings/reduction of CO_2 emissions, ATFM, AIM, AMHS interconnection, interconnection of automated systems, and implementation of domestic IP networks. **Appendix B** contains the performance indicators, the parameters assigned to them, as well as the current status and the goals foreseen for December 2016.

3.   **Suggested action**

3.1   The Meeting is invited to:

    a)   take note of the information provided in this working paper; and
    b)   analyse and comment on the priority implementation objectives and the
           associated metrics shown in Appendices A and B to this working paper.

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APPENDIX A

SAFETY

Indicators		Data	Current value	Goal December 2016
1. Safety oversight	% of effective implementation in the SAM Region	iStars data	70%	80%
2. Accidents and serious incidents	Gap between the accident rate in the SAM Region and the global rate	Commercial and scheduled operations; A/C over 2250kg MTOW; Annex 13; period: 1 year	Global rate SAM rate	Reduce gap by 50%
3. Runway excursions and incursions	Average rate of runway excursions	Commercial and scheduled operations; A/C over 2250kg MTOW; Annex 13; period: 5 years	1.53	Reduce by 20% (1.23)
4. Aerodrome certification	% of international aerodromes certified	Annual survey conducted at AGA panel meetings	8%	20%
5. Implementation of SSP/SMS	1. % of SSP implementation 2. % of implementation of SMS oversight capacity of service providers	Data: Annual survey conducted at SSP coordinator meetings		1. 67% 2. 100%

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APPENDIX B

AIR NAVIGATION

Indicators		Data	Current value	Goal December 2016
1. TERMINAL PBN	% of international aerodromes with APV, pursuant to resolution A-37/11	AIP data	61%	100%
2. EN-ROUTE PBN	% of ATS routes with PBN	AIP data	38%	60%
	% of international aerodromes with PBN SIDs/STARs	AIP data	48%	60%
3. CDO	% of international aerodromes/TMAs with CDO	AIP data		40%
4. CCO	% of international aerodromes/TMAs with CCO	AIP data		40%
5. Fuel / C02 savings	Reduction of emissions based on IFSET	Follow-up at SAM/IG meeting		Annual reduction: 40,000 t of CO2
6. ATFM	% of area control centres (ACCs) providing air traffic flow management (ATFM) service	Follow-up at SAM/IG meeting	52%	100%
7. AIM	% of elements (AIS-to-AIM roadmap) required for AIS-to-AIM transition that have been implemented in Phase I	Follow-up at SAM AIM meeting	84%	100%
8. AMHS interconnection	% of AMHS interconnections at regional level	Follow-up at SAM/IG meeting	15%	100%
9.Interconnection of automated systems (ATS inter-facility data communications - AIDC)	% of automated system interconnections	Follow-up at SAM/IG meeting		100%
10. Implementation of domestic IP networks	% of SAM States with IP communication networks implemented	Follow-up at SAM/IG meeting		80%

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