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PROVISION OF PERFORMANCE RELATED DATA BY AIR NAVIGATION SERVICE PROVIDERS

1. APPLICABILITY

This AIC shall apply to Air Navigation Service providers (ANSPs) having their principal place of operation and, if any, their registered offices in the Republic of Cyprus.

2. PURPOSE

The purpose of this AIC is to inform ANSPs of their obligations to provide data to the National Supervisory Authority (NSA) for the purpose of monitoring their level of performance in compliance with the relevant requirements of EU legislation and the provisions of the Performance Plan in force.

3. DEFINITIONS

- 3.1 'Key performance area - KPA' means a specific area within the Air Traffic Management domain which is monitored for its performance;
- 3.2 'Key performance indicators - KPI' means the indicators used within a KPA for the purpose of performance target setting;
- 3.3 'Performance target - PT' means a measurable performance target adopted by a Member State for the purpose of performance monitoring
- 3.4 'Performance Monitoring' means the continuous process of collecting and analysing data in order to measure the actual output of a system versus predefined performance targets.
- 3.5 'Performance Plan – PP' may variably mean National Performance Plan for Air Navigation Services or the FAB performance plan, as the case may be;
- 3.6 For all other terms and definitions used in this AIC, the definitions of the EU Single European Sky legislation will apply.

4. REFERENCED DOCUMENTS

- EC Regulation No 549/2004 “laying down the framework for the creation of the single European sky” (the framework regulation);
- EU Regulation No 2019/317 “laying down a performance scheme for air navigation services and network functions” and any amendments thereof.
- EU Regulation No 2023/203 “requirements for the management of information security risks with a potential impact on aviation safety for organisations” and any amendments thereof.

5. PROCESS

- 5.1 The Cyprus NSA shall monitor the ANSPs performance under its scope in a number of **Key Performance Areas** (KPAs) as mandated by EU regulation No. 2019/317 “laying down a performance scheme for air navigation services and network functions” as well as additional performance areas related to (EU) Regulation No 2023/203 on information security. Each KPA shall be associated with one or more **Key Performance Indicators** (KPIs). Each KPI shall normally be associated with a measurable **Performance Target** (PT). Where a KPI is not associated with a specific PT, then the KPI shall be monitored with a view to setting a Target at a later stage.
- 5.2 With a view to maintaining an overview of the ANS performance, the PTs will be monitored at regular intervals by the NSA, as required by the afore mentioned regulation, on the basis of data provided by ANSPs. The type of data and the periodicity of its provision are defined in Tables 1 and 2.
- 5.3 It is clarified that Table 1 applies to ATS providers only. Table 2 applies to all air navigation service providers.
- 5.4 The data should be sent to the NSA in electronic form at nsa@dca.mcw.gov.cy or by surface mail to the following address:

Cyprus NSA
27 Pindarou Str.
1429 Nicosia
Cyprus

Safety data to be provided by ATS providers				
Ref	KPI	Data to be provided	Monitoring interval	Date to be provided
KPI01	Effectiveness of safety management	As mandated by the relevant EU regulation on ANS Performance	Annual	15 th of January of each year
KPI02	Rate ¹ of Runway Incursions at Larnaca airport with any contribution from air traffic services or CNS services.	The total number of runway incursions with a safety impact ² and the total number of IFR and VFR movements at those airports.	Bi-annual	End of April and end of October
KPI03	Rate of Runway Incursions at Paphos airport with any contribution from ATS or CNS services.	The total number of runway incursions with a safety impact and the total number of IFR and VFR movements at those airports ³ .	Bi-annual	End of April and end of October
KPI04	Rate ⁴ of Separation Minima Infringements with ATS-CNS contribution.	The total number of separation minima infringements with any contribution from air traffic services, or CNS services with a safety impact and the total number of controlled flight hours ⁵ within Nicosia FIR	Bi-annual	End of April and end of October
PI05	% of reported occurrences investigated (with regards to Separation Minima Infringements and Runway Incursions).	Number of investigation reports related to separation minima infringements and runway incursions and the total number of reports related to SMIs and runway incursions.	Bi-annual	End of April and end of October

Table 1: Safety KPIs and associated data to be provided by ANSPs

¹ The rate of runway incursions at airports located in a Member State is calculated as the total number of runway incursions with a safety impact that occurred at those airports divided by the total number of IFR and VFR movements at those airports.

² With regards to the term “safety impact” and further to footnote 1 above, it is clarified that, according to the applicable EASA GM, occurrences (including runway incursions) with safety impact are those occurrences whose RAT (risk analysis tool) ground severity classification is A,B, or C. The same understanding applies to KPI04 as well.

³ The number of IFR and VFR movements at the airport is calculated with the sum of take-offs and landings performed at that airport. There are pan-european sources (e.g. EUROCONTROL) from which ATSPs can obtain the data, however these sources covers mainly the IFR movements. The VFR movements are routinely collected and recorded locally by the ATC units at the airports.

⁴ The rate of Separation Minima Infringements with ATS-CNS contribution is calculated as the total number of separation minima infringements with any contribution from air traffic services, or CNS services with a safety impact divided by the total number of controlled flight hours within that airspace.

⁵ With regards to SMIs, the number of controlled flight hours means the sum of the flying time of all IFR flights while under the control of the ATS provider. This data is available on EUROCONTROL databases.

With regards to KPIs 02 and 03 of Table 1, ATS providers are informed that the NSA will aggregate these results at national level so as to determine the rate of runway incursions at all airports located Cyprus (*which will be calculated as the total number of runway incursions with a safety impact that occurred at Larnaca and Paphos airports, divided by the total number of IFR and VFR movements at those airports*).

In order to comply with the provisions of **(EU) 2017/373 Part ATM/ANS.AR.A.025A** the NSA collects, analyses, and disseminate information related to information security incidents and vulnerabilities with a potential impact on aviation safety that are reported by organizations. In this respect, service providers should submit data on information security incidents, as follows:

Information security data to be provided by all ANS providers				
Ref	KPI	Data to be provided	Monitoring interval	Date to be provided
PI06	The number of information security incidents.	The number of information security incidents in the ANS domain, monitored separately for each functional unit ⁶ .	Annual	End of April of each year

Table 2: Information Security PI and associated data to be provided by ANSPs

With regards to PI06 above, the data may be provided in the context of the Annual Reports foreseen in (EU) regulation 2017/373, Part ATM/ANS.OR.D.025, provided that this are submitted to the NSA by the end of April of each year.

AIC N004/19 is hereby cancelled

⁶ Functional Units are understood to be the following: **For DCAC:** Nicosia, Larnaca and Paphos ATC units and ATCO TOs, Larnaca AIS office, DCAC Training Centre and DCAC Headquarters (ANS provider section). **For Cyta:** Nicosia, Larnaca and Paphos CNS units. **For MET:** Larnaca and Paphos MET offices and stations and Nicosia Headquarters).