

AVIATION SAFETY – PERFORMANCE MEASUREMENT LOGIC MODEL

SO 3 – A Safe Transportation System

PA 3.1 – Aviation Safety¹

Strategic Objective

PAA Activity

PAA Sub Activities

PAA Sub Sub Activities

Governance

Office of primary interest (OPI)

Key Activities

Strategic Outcome and Expected Result

Performance Indicator

Key Target(s)

Ultimate Outcomes

3.1.1 Aviation Safety Regulatory Framework				3.1.2 Aviation Safety Oversight		Internal Services ²	
				3.1.2.1 Service to the Aviation Industry	3.1.2.2 Surveillance of the Aviation System		Governance and Management Support Resource Management Services Asset Management Service
National Civil Aviation Management Executive (NCAMX)							
Standards Policy and Regulatory Services Medicine		Regions National Operations National Aircraft Certification International Operations Medicine		Regions National Operations National Aircraft Certification International Operations Medicine		Management Services Civil Aviation Secretariat Strategies and Coordination Program Services	
<ul style="list-style-type: none"> Regulations Standards Guidance material Interpretations Service/Oversight policies and procedures Safety Policy Safety Intelligence TATC Appeals & Advisory Levels of service Safety promotion /awareness 		Demand driven services for: <ul style="list-style-type: none"> Personnel licensing Operating certificates issued to organizations Certification of aeronautical products Medical assessments 		Based on risk, surveillance through: <ul style="list-style-type: none"> Assessments Validations Inspections Enforcement (when necessary) 		<ul style="list-style-type: none"> Finance People Management Management Systems Information Technology Strategic and business planning, monitoring and reporting Centralized Administration Services Issues Management Strategic Communications Website/publications/multi media products 	
A risk-based regulatory framework harmonized with International Conventions and major trading partner. A framework that is compliant with Cabinet Directive on Streamlining Regulations (CDSR).		Stakeholders satisfied with services		Aviation community has a strong safety culture. Aviation hazards and risks are being systematically managed by the aviation community.		Resource forecasts (budgetary and human resources) are timely and accurate to ensure that lapses/ deficits are declared at the earliest opportunity. Personnel are given the opportunity to develop/enhance competencies.	
Level of satisfaction that policies, regulatory and non-regulatory solutions are commensurate with identified risks and consequences.		Compliance with published levels of Service.		Safety culture index of the industry SMS Assessments and Program Validation scores.		Variance Reports are provided in accordance with established timelines and targets. Learning plans are completed and evaluated in consideration of available resources and operational requirements. Continuous program improvement achieved through ongoing evaluation process.	
100% policies, standards and regulations implemented meet CDSR requirements (2014/15).		Less than 10% complaints per total applicant volume (2014/15).		Safety culture of Aviation Industry is high or very high (2010/11). 100% of companies certified to operate meet or exceed the regulatory requirements (3 or above on a 1-5 scale) (2010/11).		5% variance in relation to budgets (excluding Grants and Contributions [G&C]) after mid-year adjustments. 90% of eligible personnel have an approved Learning Plan. Evidence of a yearly Management Review exercise including a plan for quality assessment of program components (2010/11).	
Continued improvement on the high level of aviation safety in Canada— High level of public confidence in our Aviation Safety Program.							
¹ Note that in the TBS approved PAA, PA 3.1 Aviation Safety also includes Airports Capital Assistance Program (ACAP) and Aircraft Services. ² In the departmental PAA, Internal Services are represented as an adjunct to the architecture and are described as all activities that are in support of the achievement of the strategic objectives. For Civil Aviation, Internal Services are, for the purposes of accounting, included in the three Aviation Safety program sub activities. However they are incorporated and separately represented in our Performance Measurement Logic Model to account for a variety of key activities that are under the responsibility of NCAMX and DGCA.							

