International Civil Aviation Organization
CAR/SAM Regional Planning and Implementation Group (GREPECAS)

WORKING PAPER

GREPECAS/22 — WP/13
17/09/24

**Fourth GREPECAS–RASG-PA Joint Meeting and**
**Twenty-second Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/22)**
Virtual Phase (Asynchronous, 16 September to 11 October 2024)
In-Person Phase (Lima, Peru, 20 to 22 November 2024)

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**Agenda Item 5:** **CAR/SAM Air Navigation Services (ANS) Implementation**
**5.5 Aerodromes and Ground Aids (AGA)**

# AERODROMES AND GROUND AIDS (AGA) - CAR/SAM IMPLEMENTATION

(Presented by the Secretariat)


**EXECUTIVE SUMMARY**

This working paper presents an update on the progress of the Aerodrome Program F projects in the CAR and SAM regions. Furthermore, presents a project proposal to replace Project F3, in accordance with Decision GREPECAS 21/15.


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| **Action:** | The suggested actions are presented in Section 6. |
| *Strategic Objectives:* | • Safety<br>• Air Navigation Capacity and Efficiency |
| *References:* | • *Final Report of Twentieth-first Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/21)* |

## 1. Introduction

1.1 As a follow-up to the decisions emanating from the GREPECAS/18 and e-PPRC/02 Meetings, the Aerodrome Program F carry out the following projects:

a. Project F1: ***Certification and Operational Safety of Aerodromes***
b. Project F2: ***Aerodrome planning***
c. Project F3: ***Implementation of A-CDM***

## 2. Certification and Aerodrome Safety – F1 Project

***Project F1 Implementation Status – Certification and Aerodrome Safety for the CAR Region***

2.1 The certification status of aerodromes in the CAR Region in 2024 shows a slight decrease in the number of certified aerodromes and an increase in the number of international aerodromes. There are 97 certified aerodromes in the CAR Region, representing 65%, by increasing the number of international aerodromes.

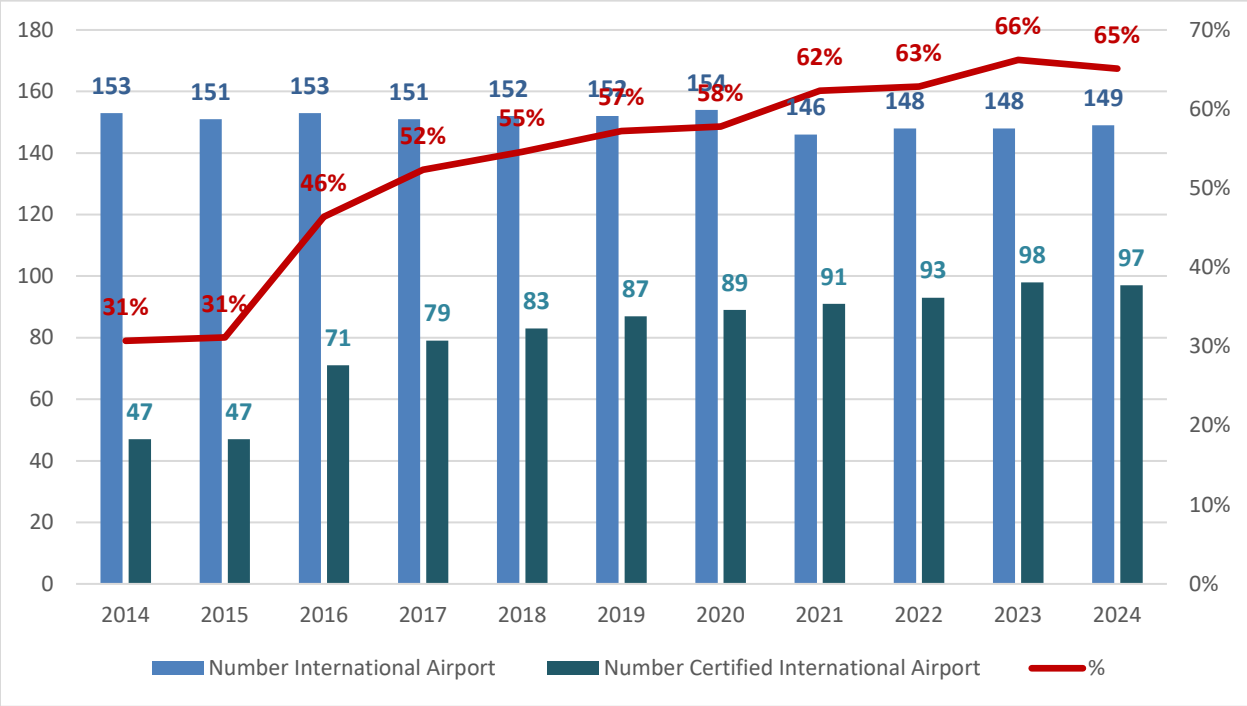


Figure 2.1: Aerodrome Certification Growth in the NACC Region

2.2 At the Second Meeting of the North American, Central American, and Caribbean Working Group (NACC/WG) Aerodromes and Ground Support (AGA) Implementation Task Force (NACC/WG/AGA/TF/2), held from 15 to 17 May 15 2024, the AGA Task Force noted a slight slowdown in the growth of certified aerodromes in the CAR region. In response, the Task Force recommended the development of a 4-year project aimed at supporting States in certifying 30 international aerodromes in the CAR Region.

2.3 For monitoring and observation of indicators in the AGA area of the CAR Region, States and International Organizations are invited to access the NACC Dashboards (https://istars.icao.int/Sites/).

***Project F Implementation Status – Certification and Aerodrome Safety for the SAM Region***

2.4 In the SAM Region, the aerodrome certification status shows that, out of 104 international aerodromes, 60 aerodromes have been certified, resulting in 57.69%, an increase of 50% since the signature of the *Bogota Declaration* in 2013. Below, a progress graph is shown by year:

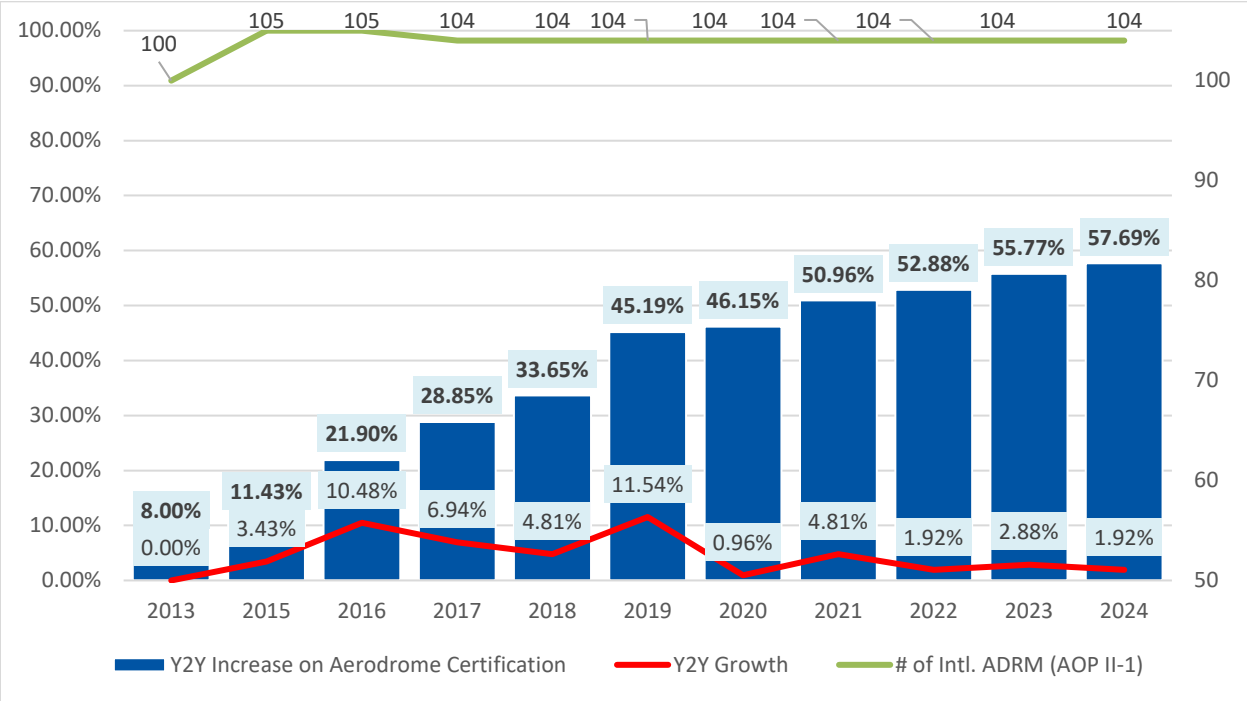


Figure 2.2: Aerodrome Certification Growth in the SAM Region

2.5 Since the last GREPECAS/21 meeting, the certification of two aerodromes has been registered, one in Venezuela, other in Argentina, for which the State received a technical assistance mission provided by Regional Safety Oversight Cooperation System (SRVSOP).

2.6 In order to facilitate the decision-making and monitor the main initiatives carried out by the Secretariat in conjunction with the progress of the SAM States, a series of reports were prepared in the form of dashboards. The first edition of the dashboard presents the status of two main performance indicators: the implementation of aerodrome certification and the implementation of Runway Safety Teams (RST). It is available on iStars 4.0 portal at the following link: https://www.icao.int/SAM/SAFETY/RST/Pages/default.aspx

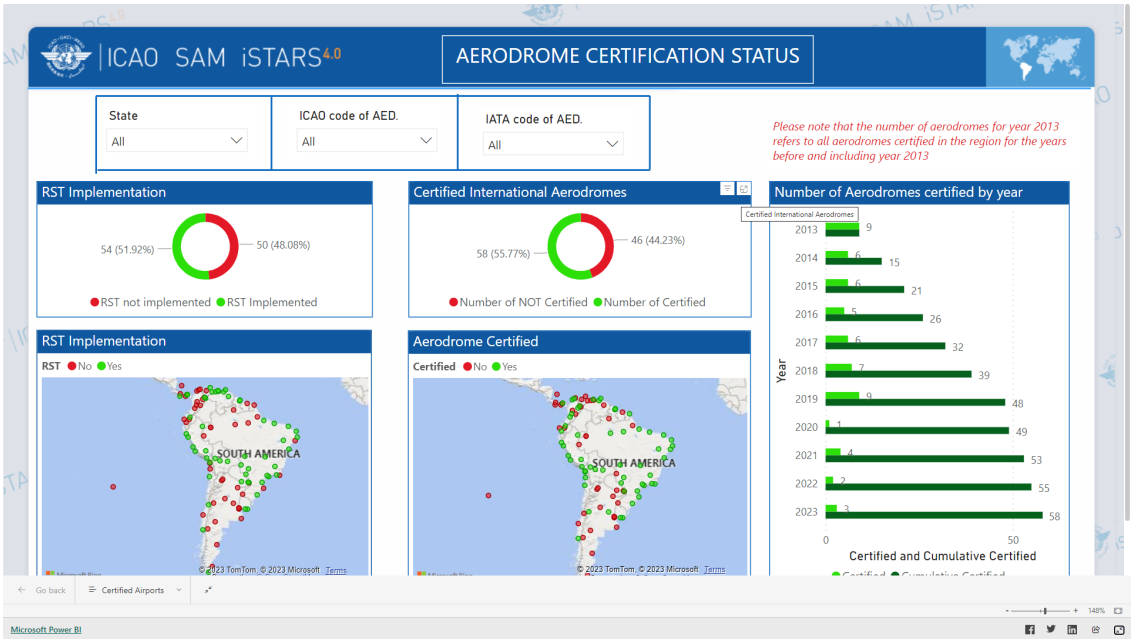


Figure 2.3: Image of the SAM Office Dashboard on Aerodrome Certification

2.7 The current implementation status of the Project F Implementation Status – Certification and Aerodrome Safety in CAR and SAM Regions is shown in **Appendices A and B** to this paper.

## 3. Project F2 Implementation Status – Aerodrome Planning (CAR and SAM Regions)

3.1 Regarding Project F2, the GREPECAS/21 meeting approved the Conclusion GREPECAS/21/14, that States and Territories review the ***"Guidance Material —Airport Consultative Committees"*** and propose improvements on Airport Advisory Committees to the Secretariat by March 2024, in addition analyze the feasibility of incorporating this guide into national procedures and provide considerations in this regard to the Secretariat by GREPECAS/22.

3.2 The objective of these "Guidance Materials — Airport Consultative Committees" is to provide a guide for States and airport operators that do not currently have these committees, facilitating their implementation.

3.3 After March 2024, the AGA Task Force of NACCC/WG, with support from IATA, disseminated these guidance materials to States and airport operators in the NAM and CAR regions. This material is available at the following link: AGA - Aerodromes and Ground Aids (icao.int)

3.4 The current implementation status of the Project F2 Implementation Status – Aerodrome Planning in the SAM Region is shown in Appendix A to this paper. In this case, the CAR Region works in a coordinated manner with the SAM Region.

## 4. Project F3 Implementation Status: Airport Collaborative Decision Making Implementation

4.1 In regard to the A-CDM implementation, the GREPECAS/21 meeting approved *Decision GREPECAS/21/15, that, "to support A CDM implementation, the F3 Programme coordinator modify F3 Project considering the questionnaire on A-CDM conducted by ICAO".*

4.2 This questionnaire on A-CDM conducted by the ICAO SAM Regional Office was presented with the results of a survey prepared and conducted by Project Coordinator (Peru) on the status of the review and approval process of flight programming, with the purpose to evaluate a mechanism to determine what aerodromes are forced to implement this Aviation System Block Upgrade (ASBU). This had been shared with the SAM Region Member States through State Letter Ref. *SA390.*

4.3 In compliance with Decision GREPECAS/21/15, the Secretariat identified several major challenges that must be addressed before achieving effective implementation of A-CDM in the CAR and SAM Regions. This collaborative decision-making approach at airports requires information on planned and estimated flight times, take-off, landing, taxi-out, taxi-in, and apron services. The calculation of these times, except for apron service time, forms the basis for some of the KPI indicators in the GANP and is supported by the processes and projects for developing the Air Navigation Plan for the CAR/SAM Region VOL III.

4.4 Therefore, it is proposed that, as a priority before the effective implementation of A-CDM, the focus of the F3 project should be on the implementation of Surface Movement Guidance Control System (SMGCS), which improves safety and the capacity and efficiency of airports. This involves States and/or aerodrome operators implementing the provisions contained in *Sections 9.5 and 9.8 of Annex 14, Volume I, Chapters 1, 7, and 9, Part II of PANS-Aerodromes (Doc 9981)*. Additionally, where convenient or necessary, guidance from *Doc 9137, Part 8 (Airport Management), Doc 9476 (SMGCS), and Document 9430 (A-SMGCS)* should be used.

4.5 Considering the information provided, a revised project is proposed, according to **Appendix C** to this WP, based on the new template to GREPECAS Project.

4.6 Therefore, the following draft conclusion is proposed to the Meeting:

<table>
<tr><td colspan="3">DRAFT CONCLUSION GREPECAS/22/XX MODIFICATIONS APPROVAL TO CAR/SAM F3 PROJECT</td></tr>
<tr><td colspan="2">What:<br>That, to implementation of Surface Movement Guidance Control System (SMGCS) as part of the F3 Project:<br><br>a) the Meeting approves the revised version (modifications) of the CAR/SAM F3 Project at Appendix XX of this report.<br><br>b) Member States and International Organizations to review the proposed modifications to Project F3 and indicate their comments to the Secretariat no later than 1 December 2024, and<br><br>c) F3 Project Members to prepare a detailed action plan, in conjunction with the Secretariat, to carry out such activities, with the identification of priority international aerodromes.</td><td>Expected impact:<br>☐ Political / Global<br>☒ Inter-regional<br>☒ Economic<br>☐ Environmental<br>☒ Operational/Technical</td></tr>
<tr><td colspan="3">Why:<br>To date, the F3 project has focused efforts on promoting the A-CDM concept and prepared an implementation guide accepted by the GREPECAS States. However, the Secretariat proposes new approach of the F3 project, based on the implementation of Surface Movement Guidance Control System (SMGCS) reflected in the revised version of the F3 Project.</td></tr>
<tr><td>When: 1 December 2024</td><td colspan="2">Status: ☒ Valid / ☐ Superseded / ☐ Completed</td></tr>
<tr><td>Who: ☒ States ☒ ICAO ☐ Other:</td><td colspan="2"></td></tr>
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**6. Suggested Actions:**

6.1 The Meeting is invited to:

a) Take note of the information provided in this working paper;

b) Analize the AGA Project progress as shown in **Appendices A** and **B** enclosed to this working paper;

c) Review the draft Conclusion included in this paper;

d) Provide comments on the projects process, any challenges that States encounter that may be included in the project scope.

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## AERODROME PROGRAM PROJECTS - SAM REGION

| SAM Region | DESCRIPTION OF THE PROJECT (DP) | DP N° F1 | |
|---|---|---|---|
| ***Program*** | **Project Title** | **Start date** | **End date** |
| *Aerodromes*<br><br>*(Program Coordinator: To be determined)* | Operational Safety and Certification<br><br>*Project coordinator:* ***VACANCY*** | April 2018 | July 2025 |
| **Objective** | Assist the States of the SAM Region in increasing the number of certified aerodromes and in establishing runway safety mechanisms (e.g., runway safety equipment) to deal with runway safety-related events at designated aerodromes. | | |
| **Scope** | The scope of the project includes the identification of latent problems or obstacles in the aerodrome certification process, in order to better assess States in meeting regional goals and develop specific needs in relation to documentation, processes and procedures, development of guidelines, training, expert advice, best practices and data and information collection. to facilitate initial aerodrome certification and continuous surveillance. | | |
| **Indicators** | • Percentage of certified international aerodromes by State until 2025 = 85%<br>• Percentage of certified international aerodromes by Region = 85%<br>• Percentage of EI by State in the AGA area<br>• Number of RSTs (*Runway Safety Team*) in place | | |
| **Goals** | • Survey on the availability of documentation, procedures and competent personnel for the certification of aerodromes in the States. YE2017<br>• Regional aerodrome manual template for the aerodrome certification process. YE2018<br>• Guidelines of the Regional Runway Safety Teams for implementation based on ICAO and industry best practices. YE2019<br>• Minimum regional requirements for aerodrome SMS to apply for an initial aerodrome certification. YE2018<br>• Regional "Standards Modification" or "Safety Cases" procedure for aerodrome operators to submit requests for exceptions and apply for an initial aerodrome certification. YE2019<br>• 100% of States with a State Certification Program for a designated aerodrome. YE2019<br>• % *(to be defined by the SAM Plan)* of international aerodromes with the initial certification completed. YE2020<br>• % *(to be defined by the SAM Plan)* of States with sufficient competent aerodrome inspectors or with legal provisions and mechanisms to delegate to other entities (other States, RSOO's, etc.). YE2020<br>• % *(to be defined by the SAM Plan)* of international aerodromes with established Runway Safety Teams. YE2020 | | |

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|---|---|
| **Justification** | • According to ICAO (Safety Report 2015 - USOAP CMA), nearly 60 percent of States in the world have not fully implemented the requirements for aerodrome certification. More than 50 percent of states have not established a comprehensive aerodrome certification process, including all necessary assessments. In addition, almost 60 percent of States have not established, within the framework of their certification process, a mechanism based on operational safety assessments, to review and accept non-compliance with the established requirements.<br>• In addition, more than 60 percent of States do not ensure that their airfield operators have established and implemented integrated strategies, including Local Runway Safety Teams (LRSTs), for the prevention of runway incursions and other airfield accidents and incidents.<br>• In February 2018, the SAM Regional Office reached 30% of certified international aerodromes. |
| **Related Projects** | • TBD |

| **Project Deliverables** | **Relationship to Regional Performance-Based Plan (PFF) and ASBU Modules** | **Responsible** | **Status of Implantation**[1] | **Delivery date** | **Feedback** |
|---|---|---|---|---|---|
| Survey of States on approved national regulations/procedures on aerodrome certification in order to establish a benchmark for documentation needs. | PFF SAM AGA 02 | Program Coordinator | **100%** | 2Q-2018 | Complete<br>Results of the survey sent to States were received by official letter LT 10/2.1.1-SA247 |

[1] *Grey* *Task not started*
*Green* *Activity in progress according to schedule*
*Yellow* *Activity started with some delay but would be arriving on time in its implementation*
*Red* *The implementation of the activity has not been achieved in the estimated period of time, mitigating measures must be adopted*

| Project Deliverables | Relationship to Regional Performance-Based Plan (PFF) and ASBU Modules | Responsible | Status of Implantation[1] | Delivery date | Feedback |
|---|---|---|---|---|---|
| Collect best practices from States to develop guidance material (templates) and incorporate it into the LAR AGA suite | PFF SAM AGA 02 | Program Coordinator | **100%** | YE2020 | Under the umbrella of Project RLA99/901, the SRVSOP Technical Committee is working on a "Model Aerodrome Manual" to facilitate certification, in addition to updating the Model Aerodrome Inspector's Manual and other model manual proposals.<br>Oct 2020: The model is in its final phase of revision and could be available by the end of 2020<br>e-CRPP03: model manual (Advisory Circular CA-AGA-139-004) available on the www.srvsop.aero portal<br>GREPECAS22: in the validation/approval phase the 2nd Edition of CA-AGA-139-004 that incorporates MAC and MEI in its body and whose model (Appendix) is harmonized with Chapter C and Appendix 5 of LAR 139. |
| Review survey results and prepare a plan at the Regional and State levels to support the identified gaps. | PFF SAM AGA 02 | Program Coordinator & SRVSOP TC | **100%** | CRPP/5 (2019) | Subject to the acceptance of the Safety Plan for the SAM Region, the SAM Office in conjunction with the SRVSOP are in the process of preparing a detailed Regional Plan.<br>Oct 2020: there is a detailed regional plan, but for internal use in the Regional Office. In this NE, a proposal for certification goals by State was proposed, under item 3. |
| Prepare methodology (procedures and templates) for States to submit their certification sub-projects. | PFF SAM AGA 02 | Program Coordinator | **100%** | CRPP/5 (2019) | For CRPP/5, a Technical Assistance Project business case is presented that would use part of the documentation used in past aerodrome certification tests.<br>Oct. 2020: the methodology is being tested, by the SRVSOP, under the modality of certification test of the Calama airport in Chile.<br>The project was offered to 2 States with difficulties in certification, however, due to the pandemic, the efforts were suspended. |

| Project Deliverables | Relationship to Regional Performance-Based Plan (PFF) and ASBU Modules | Responsible | Status of Implantation[1] | Delivery date | Feedback |
|---|---|---|---|---|---|
| Go-Teams planning to support Initial Certification (supported by SRVSOP or other stakeholders) | PFF SAM AGA 02 | Program Coordinator & SRVSOP TC | **100%** | ~~YE2022~~ YE2023 | There is a request from one (1) State interested in a Go-Team to be executed between 2019-2020.<br>Oct 2020: Due to the pandemic, Go-Teams missions were suspended. Efforts are being resumed virtually.<br>e-CRPP03: Certification assistance is being carried out in Chile. One is planned for the end of 2021 for Argentina.<br>e-CRPP04: Assistance is being developed to Chile and Panama. Argentina confirmed its request for a trial for 2022.<br>GREPECAS20: Assistance to Panama is ongoing (Phase 2). Assistance to Chile is almost complete (Phase 4). Assistance to Argentina (Phase 1) was initiated.<br>GREPECAS21: Assistance to Panama was successfully completed with the support of ACI and FAA, and two assistance to Argentina was carried out, one of them in the company of EASA.<br>GREPECAS22: Assistance to Paraguay for certification of its main international airport was requested and is underway. |
| Prepare guidance material (in Spanish) for the creation of RSTs. | PFF SAM AGA 02 | TBD | **100%** | PPRC/5 (2019) | Based on the ICAO RST Manual, the first edition of the SRVSOP RST Advisory Circular was created and published, available at: https://www.srvsop.aero/circulares/ca-aga-153-010-implementacion-de-equipos-de-seguridad-de-pista-rst/ |

| Project Deliverables | Relationship to Regional Performance-Based Plan (PFF) and ASBU Modules | Responsible | Status of Implantation[1] | Delivery date | Feedback |
|---|---|---|---|---|---|
| Prepare a plan to implement RSTs by designated airport. | PFF SAM AGA 02 | TBD | **100%** | ~~2021~~ ~~2023~~ 2022 | Oct 2020: A survey was distributed to SAM States to measure the status of RST implementation, which will serve as a baseline for actions.<br>e-CRPP03: Prepared a Study Note to push a project under RASGPA. The terms of reference for the project were approved and the follow-up project is in the process of being prepared. A date of the end of 2021 is maintained.<br>e-CRPP04: Focal points were requested from States for the start of the project through RASGPA.<br>GREPECAS20: new project approved by RASGPA ESC and in progress. Plan already started. |
| Runway Safety Planning Teams or RS Go-Teams (supported by ICAO Headquarters, States, ICA and other partners/stakeholders) | PFF SAM AGA 02 | TBD | **70%** | 2020-onwards | e-CRPP04: Colombia reports the start of efforts at several airfields.<br>GREPECAS20: The deployment of RS Go Teams will depend on RASGPA data analysis (PA-RAST).<br>GREPECAS21: Under the RASG-PA, virtual assistance to Colombia and face-to-face attendance to Peru are being planned.<br>GREPECAS22: Face-to-face GoTeam was held in Peru, face-to-face GoTeams were planned in Colombia and Paraguay, within the scope of the RASG-PA RST Implementation project, and support from the SRVSOP. |
| **Resources Needed** | High-level commitment from each participating State.<br>Provision of counterparts in each State, in a Matrix Management approach (sharing resources), for the project.<br>The designation of experts by States (direct assistance) is required in the implementation of some deliverables.<br>Access to available government regulations, guidance, manuals, procedures, advisory circulars, and other best practices. | | | | |

| SAM Region | DESCRIPTION OF THE PROJECT (DP) | DP N° F2 | |
|---|---|---|---|
| ***Program*** | **Project Title** | **Start date** | **End date** |
| *Aerodromes*<br><br>*(Program Coordinator: To be determined)* | Airport Planning<br><br>*Project coordinator:* ***VACANCY*** | July 2019 | July 2025 |
| **Objective** | Guarantee adequate and sufficient infrastructure of aerodromes in the States for the development of national and regional civil aviation, allowing the implementation of the Regional Air Navigation Plan. | | |
| **Scope** | The project will be limited to the SAM States and will consider the international aerodromes (present and planned in the future) listed in the Regional Air Navigation Plan. | | |
| **Metric** | • Number of States with National Airport System Plans<br>• Number of international aerodromes with updated Master Plans (< 5 years)<br>• Number of States with at least one (1) airport planning specialist | | |
| **Strategy** | Implementation of the plan in 4 phases or "work packages":<br>• A **roadmap or guide** that States should support through the regional PNA, in order to address the airport infrastructure planning gap<br>• **Guidance material** for States to support a collaborative consultation approach to airport planning<br>• **Model Regulation** on Annex 14 Vol. I new requirements for airport master planning to enable States to harmonize with their local regulations<br>• Capacity building **and knowledge transfer** to state and airport experts in the area of airport planning | | |
| **Goals** | • States with National Airport System Plans aligned with or as part of the National Air Navigation Plan<br>• International aerodromes with updated master plans aligned with the National Plan<br>• States with collaborative consultation mechanisms on airport planning<br>• States with regulations that include elements of aerodrome master planning<br>• States with competence over airport planning (States with at least one (1) specialist in Airport Planning) | | |
| **Justification** | • In the SAM Region there is a lack of airport infrastructure capacity in many major hubs that has led to higher costs, saturation, delays, inefficiencies and loss of opportunities due to the lack of space to operate, thus acting against the long-term common situation, national and regional interest of taking advantage of the benefits of increasing air connectivity.<br>• According to ICAO Doc 9854, the main challenge for airfield operators will be to provide sufficient airfield capacity, while the challenge for the ATM system will be to ensure that all available capacity is fully and efficiently utilized. | | |

| Related Projects | • F3 |
|---|---|

| Project Deliverables | Relationship to Regional Performance-Based Plan (PFF) and ASBU Modules | Responsible | Status of Implantation[2] | Delivery date | Feedback |
|---|---|---|---|---|---|
| Survey of SAM States on Airport Planning | | Program Coordinator | **100%** | 2Q-2020 | Complete<br>Survey report available on https://www.icao.int/SAM/Pages/ES/eDocuments-v18_ES.aspx?area=AGA |
| Preparation of a roadmap or guide on aspects of airport planning at national and local level | | Programme Coordinator / Task Force (to be defined) | **20%** | ~~YE-2022~~<br>2Q-2023 | e-CRPP03: work delayed due to lack of resources.<br>e-CRPP04: Roadmap for 2022 is being prepared, considering planned event under RLA06/901<br>GREPECAS20: In process<br>GREPECAS21: Task delayed due to updating Doc. 9184 part 1.<br>GREPECAS22: awaiting definition from the AGA Officer of the SAM Office to move forward. |
| Preparation of Guidance Material for States to Support a Collaborative Consultative Approach to Airport Planning | | Programme Coordinator / Task Force (to be defined) | ~~**20%**~~<br>**100%** | ~~YE-2022~~<br>YE-2023 | e-CRPP03: work delayed due to lack of resources.<br>e-CRPP04: in process<br>GREPECAS20: In process<br>GREPECAS21: Orientation material is finished and will be presented at GREPECAS21.<br>GREPECAS22: Material was submitted as Appendix A of NE-11 in the GREPECAS11, and open for comment until December/2023 without further input. |
| Model Regulation on Annex 14 Vol. I new requirements for airport master planning to enable States to harmonize with their local regulations | | Program Coordinator / SRVSOP (to be defined) | **100%** | 4Q-2021 | e-CRPP03: LAR AGA Regulation updated and available in www.srvsop.aero |

[2] *Grey* *Task not started*
*Green* *Activity in progress according to schedule*
*Yellow* *Activity started with some delay but would be arriving on time in its implementation*
*Red* *The implementation of the activity has not been achieved in the estimated period of time, mitigating measures must be adopted*

| Project Deliverables | Relationship to Regional Performance-Based Plan (PFF) and ASBU Modules | Responsible | Status of Implantation[2] | Delivery date | Feedback |
|---|---|---|---|---|---|
| Capacity-building and knowledge transfer to state and airport experts in airport planning (course or seminar on airport planning) | | Programme Coordinator / External Support / CIAC (to be defined) | **0%** | 4Q-2025 | |
| Inclusion in e-ANP (VOL III) of forecasts on Airport Planning | | GREPECAS | **0%** | ~~2Q-2022~~ ~~YE-2022~~ ~~3Q-2023~~ ~~YE-2024~~ YE-2025 | e-CRPP03: A proposal for the NPA is being worked on, but it depends on the progress of the work on VOL III.<br>e-CRPP04: delayed activity, it is expected that with the progress of VOL III in 2022 a proposal for review by the States will be incorporated.<br>GREPECAS20: The project coordination is exploring a solution with ATFM counterparts on methods for calculating declared capacity for airports. Thus, this activity will not be ready for the YE-2022 proposal<br>GREPECAS21: Depends on the roadmap, it is late.<br>GREPECAS22: awaiting definition of the AGA Officer of the SAM Office to move forward. |
| States prepare national plans aligned with the regional plan in aspects of Airport Planning | | STATES | **0%** | ~~4Q-2023~~ ~~YE-2024~~ YE-2025 | GREPECAS21: A new implementation date is suggested for the end of 2024.<br>GREPECAS22: awaiting definition of the AGA Officer of the SAM Office to begin. It is reconsidered for implementation in 2025. |
| States have National Airport System Plans. | | STATES | **0%** | 4Q-2025 | |
| States with mechanisms to guarantee updated local master plans aligned with national plans. | | STATES / AIRFIELD OPERATORS | **0%** | 4Q-2025 | |

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## SAFETY AND AERODROMES CERTIFICATION PROJECT – CAR REGION

| CAR Region | PROJECT DESCRIPTION (PD) | DP N° F1 | |
|---|---|---|---|
| ***Programme*** | **Project Title** | **Start** | **End** |
| *Aerodromes*<br><br>*(Programme Coordinator: Fabiana Todesco, RO/AGA)* | *Aerodrome Safety and Certification Implementation Project* | April 2018 | December 2025 |
| **Objective** | Assist States in the CAR Region in the revision of documents related to aerodrome certification with the objective of increasing the number of certified aerodromes in the CAR Region. Likewise, increase the number of Runway Safety Teams (RSTs) established to promote the application of strategies aimed at reducing the number of accidents and incidents related to runway safety on an ongoing basis. | | |
| **Scope** | The scope of the project consists of assisting States in the Corrective Action Plans (CAPS) resolution of the Universal Safety Oversight Audit Programme (USOAP) audit findings at aerodromes, in order to comply with regional goals, as well as to develop specific needs based on their requirements and facilitate the certification of aerodromes, the resolution of deficiencies reported in the GREPECAS Air Navigation Deficiencies Database (GANDD) and maintain continuous surveillance by the Civil Aviation Authorities (CAA). | | |
| **Metrics** | • Number of aerodromes certified by State.<br>• Percentage of aerodromes certified by Region.<br>• Number of AGA inspectors per State.<br>• Percentage of Effective Implementation (EI) by State in the AGA area.<br>• Number of Runway Safety Teams (RSTs) established.<br>• Number of deficiencies reported in the GANDD. | | |
| **Strategy** | • **High level of commitment to certify aerodromes:** Through GREPECAS decisions, Directors of CAA's are encouraged to submit a plan to certify aerodromes receiving international operations for the next 3 years, in order to facilitate the monitoring and contribute to the regional goal of increasing the number certified aerodromes.<br>• **Aerodrome Certification:** the process comprises four main tasks: Provide guidelines/training to aerodrome inspectors, establishment of initial procedure for aerodrome certification and continuous oversight, development of certification manuals and issuance of aerodrome certificates.<br>• **Implementation of RST in aerodromes that have not yet implemented:** As part of the airport certification process, formally establish Runway Safety Teams in aerodromes that have not yet implemented RSTs. Following its initiation the ICAO NACC Regional Office will assist in the conformation of these teams following the ICAO reference material (some of them can be found at the ICAO NACC Regional Office website). | | |

| CAR Region | PROJECT DESCRIPTION (PD) | DP N° F1 | |
|---|---|---|---|
| ***Programme*** | **Project Title** | **Start** | **End** |
| *Aerodromes*<br><br>*(Programme Coordinator: Fabiana Todesco, RO/AGA)* | *Aerodrome Safety and Certification Implementation Project* | April 2018 | December 2025 |
| **Goals** | • Continue supporting the Mexico airport groups to complete the certification of the remaining 18 aerodromes. The Mexico action plan estimates that 8 more aerodromes will be certified by the end of 2023.<br>• Continue assisting the States/airports upon request, with the continuation of the certification of aerodromes, and reach at least 85% of certified aerodromes by the end of 2025.<br>• Guidance material and checklists have been provided on the ICAO NACC Regional Office website (eDocuments: with examples of aerodrome manuals, aerodrome manual content checklist, Runway Safety Teams (RSTs) Terms of Reference (ToRs) and Restart of Operations after the COVID-19 Pandemic) to support States/airports in the certification process. | | |
| **Justification** | Based on ICAO USOAP statistics and results, in CAR Region:<br>• 45% of States have not established a process for aerodrome certification;<br>• 77% of State regulatory authorities do not have sufficient human resources (including an appropriate combination of technical disciplines according to the size and scope of aerodrome operations in the State) to carry out their functions and mandate;<br>• 68% of the States do not ensure that the aerodrome manuals are reviewed periodically to verify the status of their amendments and that the information contained in the manual remains correct;<br>• 50% of the States do not have a procedure to incorporate subsequent amendments to the aerodrome manual for review and approval/acceptance by the technical staff of the regulatory authority;<br>• 50% of States do not guarantee that aerodrome operators develop and implement maintenance programmes;<br>• 41% of States have not established a regulation which defines the circumstances and rationale for the conduct of aeronautical studies/risk assessments; and<br>• 86% of the States have not established or implemented a mechanism to evaluate the results of conducting risk analyzes or aeronautical studies. | | |
| **Related projects** | To be determined | | |

| Project Deliverables | Relationship with the regional Performance -Based Plan (PFF) | Responsible | Status of the implementation | Delivery date | Comments |
|---|---|---|---|---|---|
| Up to date, the CAR region has 149 international aerodromes, from which 97 are certified (65%) | PFF CAR AGA 02 | ICAO NACC Regional Office /States | **66%** | ~~3Q2022~~ 2025 | The AGA Task Force noted a slight slowdown in the growth of certified aerodromes in the CAR region. In response, the Task Force recommended the development of a 4-year project aimed at supporting States in certifying 30 international aerodromes in the CAR Region. |
| There are 84 aerodromes that have implemented the RST | PFF CAR AGA 02 | ICAO NACC Regional Office /States | **56%** | ~~Q2022~~ 2025 | In 2024, RST Go-Teams missions were carried out at San Óscar Arnulfo Romero y Galdámez International Airport (MSLP) in El Salvador; Juan Santamaria International Airport (MROC) in Costa Rica; Palmerola International Airport (MHPR), Juan Manuel Gálvez International Airport (MHRO) and Ramón Villeda Morales International Airport (MHLM) in Honduras. |
| Assistance was provided to NACC States and continues to be provided to the States that will receive soon an USOAP audit, such as: Mexico and United States. | PFF CAR AGA 02 | ICAO NACC Regional Office /States | **57%** | OPEN | The assistance provided to Barbados, Costa Rica, Dominican Republic, El Salvador, and Mexico is ongoing. |
| Global Reporting Format (GRF) for Runway Surface Conditions implementation plan by States/airports in the CAR region. | PFF CAR AGA 02 | States | **20%** | OPEN | From 2023 to 2024, there is a significant increase in the number of international aerodromes in the Central American Region with GRF implemented. However, it is still a challenge for the Caribbean region. |

| Project Deliverables | Relationship with the regional Performance -Based Plan (PFF) | Responsible | Status of the implementation | Delivery date | Comments |
|---|---|---|---|---|---|
| **Required resources** | High-level commitment from each participating State.<br>The designation of experts by the States (direct assistance) is required for the execution of the aforementioned activities.<br>Access to State regulations, guidance, manuals, procedures, advisory circulars, and other available best practices. | | | | |

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**GREPECAS PROJECT**

| F1 | PROJECT DESCRIPTION (PD) | PROGRAMME | |
|---|---|---|---|
| **ICAO Coordinator:** ROs AGA | **Project Title** | **Start date** | **End date** |
| **Project Leader (State):** *Joel Cordero - PERÚ* | Paving the future A-CDM through the implementation of Platform Management and SMGCS | Nov 2024 | Nov 2028 |
| **Objective** | Support the implementation of appropriate Apron Management and Surface Movement Guidance and Control Systems (SMGCS) services at selected aerodromes in the CAR/SAM regions, as a critical basis for improving the apron operations safety, increasing airport capacity, and prepare the terrain for future implementations of advanced collaboration concepts, such as the A-CDM and other operational efficiency improvements. | | |
| **Scope** | Selected aerodromes in the SAM Region | | |
| **Justification** | The A-CDM Project was approved by the Fifth Meeting of the Programmes and Projects Review Committee (PPRC/5) (2019) so the planning and actions of the project were just beginning with seminars in both regions. However, due to COVID-19, many of the congested airports (those where the full implementation of A-CDM would be applicable) have been affected in their traffic volume.<br><br>The restructuring of this project, approved in GREPECAS/21, is based on a comprehensive assessment of the regional context and the real needs of the aerodromes in the CAR/SAM regions:<br>1. A survey presented during GREPECAS/21 revealed the need to re-evaluate the approach to implementing A-CDM in the region.<br>2. Investigations by the ICAO NACC and SAM Regional Offices concluded that the implementation of A-CDM, according to its original European definition, is not directly applicable to the CAR/SAM region, as it was designed to mitigate the effects of airspace management policies and take-off delays not implemented in our region.<br>3. A significant lack of apron management and systems to improve situational awareness on the ground at airfields in the region was identified, a prerequisite for more advanced collaborative approaches in airports.<br>4. Although capacity is an issue at some airports in the region, the implementation of A-CDM is not the direct solution to this challenge.<br>5. It is recognized that the basis for an improvement in airport capacity is the implementation of appropriate platform management services and advanced SMGCS systems.<br>6. This restructuring aligns with the correct implementation of the provisions contained in sections 9.5 and 9.8 of Annex 14, Volume I, Chapters 1, 7 and 9, Part II of PANS-Aerodromes (Doc 9981), and the guidance provided by Doc 9137, Part 8 (Platform Management), Doc 9476 (SMGCS) and Doc 9430 (A-SMGCS).<br><br>Therefore, this restructuring seeks to address the specific needs of the CAR/SAM region, focusing on the implementation of Apron Management and SMGCS and/or A-SMGCS as a fundamental basis for future improvements in airport safety, efficiency, and capacity. | | |

| F1 | PROJECT DESCRIPTION (PD) | PROGRAMME | |
|---|---|---|---|
| **ICAO Coordinator:** ROs AGA | **Project Title** | **Start date** | **End date** |
| **Project Leader (State):** *Joel Cordero - PERÚ* | Paving the future A-CDM through the implementation of Platform Management and SMGCS | Nov 2024 | Nov 2028 |
| **Indicators** | • Percentage of international aerodromes that have implemented Apron Management services.<br>• Percentage of aerodromes that have implemented or improved their SMGCS.<br>• Reduction in apron security incidents.<br>• Improved break-in times and reduced surface delays.<br>• Increase in the operational capacity of the apron and maneuvering areas.<br>• GANP KPI01, KPI02, KPI 09, KPI10, KPI 11, KPI13, KPI14, KPI21 | | |
| **Required Resources** | • High-level engagement of participating States, airport operators and air navigation service providers.<br>• Appointment of experts in airport management and SMGCS systems.<br>• Resources for evaluation, implementation and updating of systems and procedures.<br>• Training programmes for airport and air traffic control personnel.<br>• Training programs for airport and air traffic control personnel. | | |



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