



**Twentieth Meeting of the CAR/SAM Regional Planning and Implementation Group
 (GREPECAS/20)**

Salvador, Brazil, 16 – 18 November 2022

Agenda Item 2: Global and Regional Developments
 2.3 Programmes and Projects Progress Report

REVIEW AND STATUS OF AERODROME F PROGRAM PROJECTS

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This working paper presents an update on the progress of the Aerodrome F program projects and the follow-up carried out on the implementation of RST, GRF and master plans in the CAR and SAM regions.	
Action:	Suggested actions are presented in Section 4.
<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"> • eCRPP/04 Meeting Report

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. Status of Program F Projects for the CAR Region

Project F1: Certification and Operational Safety of Aerodromes

2.1 The status of aerodromes certification in the CAR Region in 2022 shows a slight increase in the number of certified aerodromes. To date, with the approval of the amendment proposal, there are 96 certified aerodromes in the CAR region, which represents 65%.

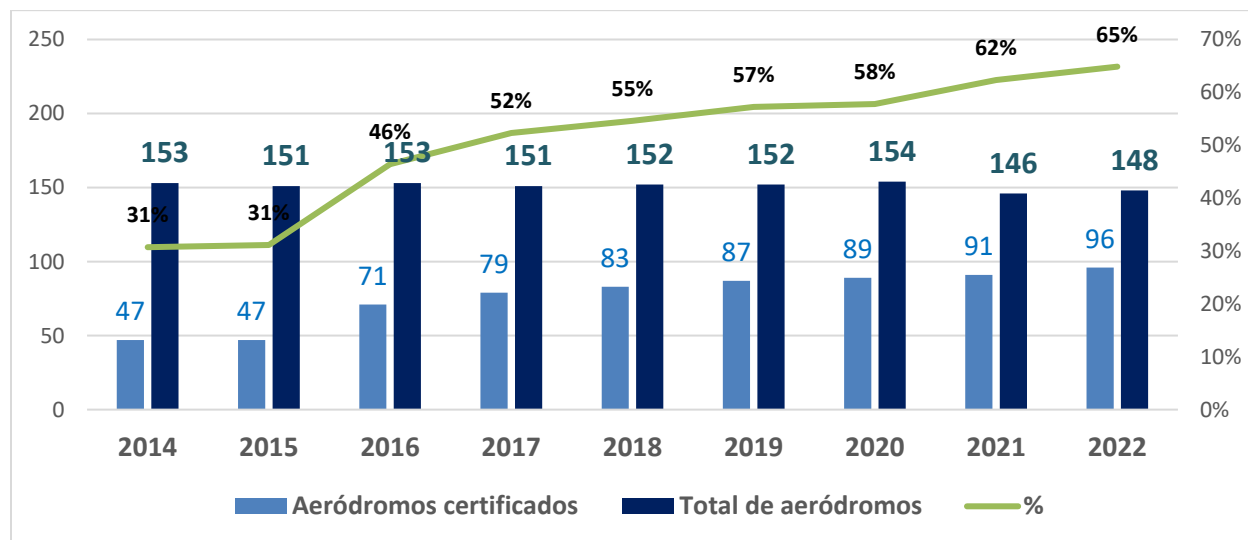


Figure 2.1: History of the airport certification process in the CAR region.

Source: Aerodrome Certification Implementation Plan - CAR Region (Doc. 8733, Vol. II, FASID, Table AOP 1), August 2022.

2.2 Based on information of the ICAO Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA) Online Framework (OLF) for the States and Territories of the CAR Region, it is possible to observe the most critical Aerodromes and Ground Aids (AGA) sub-areas and the Protocol Questions (PQs) with greater implementation difficulties, this is also helpful to understand the main difficulties in the development of the “Project F1: Certification and Aerodromes Operational Safety” in the CAR region.

2.3 According to the results extracted from the OLF, the most critical sub-areas are "SMS/Aeronautical Studies/Risk Assessments", “Aerodromes Maintenance”, "Aerodrome Surveillance", "Aerodrome Manual" and "Aerodrome visual aids" (see Figure 2.2).

2.4 Regarding the PQs, it is possible to observe that the PQs with the most difficulty in compliance by States and Territories in the CAR Region are related to “SMS/Aeronautical Studies/Risk Assessments”. In the AGA area, the Critical Elements (CE) with the lowest percentage of compliance are “CE-4 Qualified technical personnel”, “CE-8 Resolution of safety issues” and “CE-7 Surveillance obligations”.

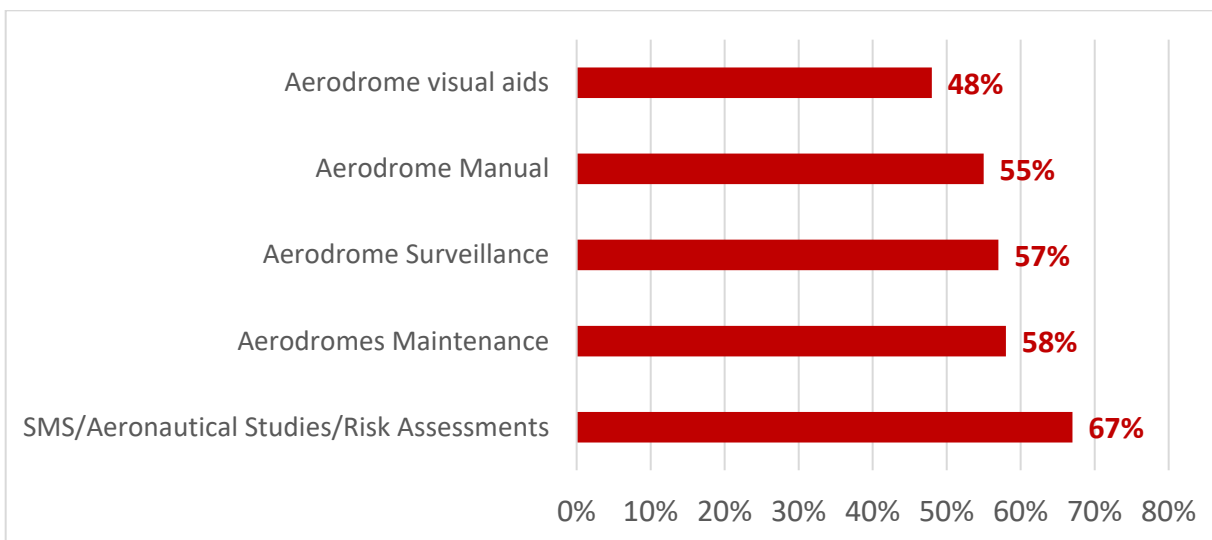


Figure 2.2: The AGA sub-areas by percentage of no satisfactory PQs.
Source: Online Framework (OLF), August 2022.

2.5 In addition to assistance to the States and Territories of the CAR region, through the Systemic Assistance Programme (SAP), others actions can also be prioritized in these AGA sub-areas and Protocol Questions with the lowest rates of compliance by working together with States and Territories to develop and provide guidance and training material on issues.

Project F2: Aerodrome Planning

2.6 The provisions related to the airport master plan that includes the new Amendment 15 to Annex 14, Volume I, will become effective on 3 November 2022. For this Project F2, the ICAO NACC Regional Office propose to collect information from the States for analysis of the situation, with the objective of defining the next actions together.

2.7 In this case, the ICAO NACC Regional Office is preparing a form with the main information, with questions related with the number of international airports with a Master Plan and the national airport regulations that comply with this amendment 15 to Annex 14, Volume I, to the States and Territories.

Project F3: Implementation of A-CDM

2.8 The A-CDM Implementation Guide¹ allows aviation authorities, together with their international aerodrome operators, to identify those aerodromes that will benefit from the use of it, whether in new implementations or in ongoing implementations.

2.9 In attention to Item 1.2.5 of the A-CDM Implementation Guide, the CAR/SAM Planning and Implementation Regional Group (GREPECAS) Member States must define a criterion for airports to implement A-CDM. Nowadays, there is no regional agreement on a “number” to decide the need to implement A-CDM (the number of passengers per year, operations or departures, for example), nor the number of delays and high taxi times. Thus, the ICAO NACC Regional Office is preparing a survey to

¹ “Collaborative Decision Making Implementation Guide at Airport Level (A-CDM) for the CARSAM Regions”, available at: <https://bit.ly/3R2BLze>

request information from the States and Territories on the criteria defined for the airports to implement A-CDM.

3. Program F Projects implementation status for the SAM Region

Project F1: Aerodromes Certification and Operational Safety

3.1 In the SAM Region, the aerodrome certification status shows that, of 104 international aerodromes, 55 aerodromes have been certified, marking at 52.88%. Below is a graph of progress by year:

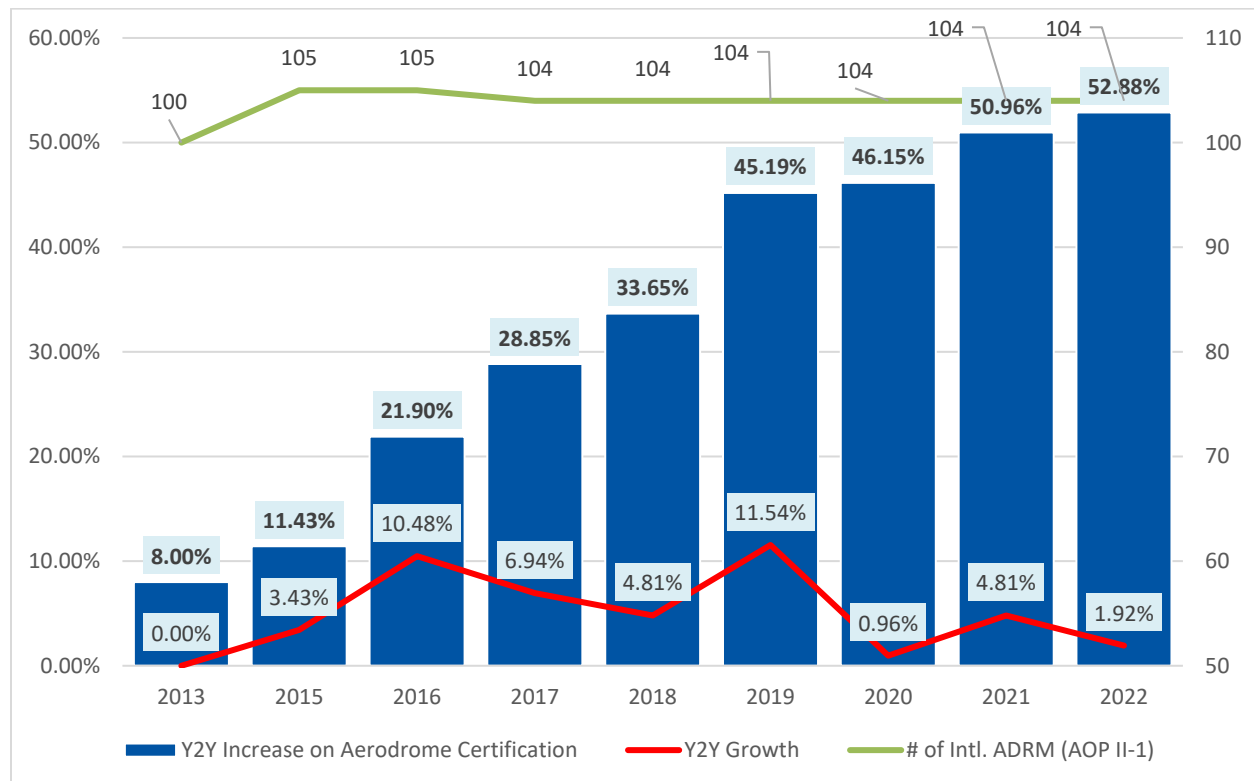


Figure 3.1: Aerodrome Certification Growth in the SAM Region*

*Note: Revised as of August 26, 2022

3.2 Since the report from e-PPRC4 meeting, Uruguay reported one more aerodrome certified, reaching the milestone of 100% of international aerodromes certified in the State, while many other States are with on-going process and expects to increase the number by year-end.

3.3 The AGA focal points of the SAM Region met on June 2022 (Meeting SAMAGA02: <https://www.icao.int/SAM/Pages/MeetingsDocumentation.aspx?m=2022-SAMAGA02>) to review the aerodrome certification goals for the next triennium, and adopted a conclusion (SAMAGA/02/C1) to review the following goals to reach over 90% of certified aerodromes by YE2025:

State	No. of Intl. ADRM	2022 Baseline	Baseline 2022 (%)	+ 2022	2022 (%)	+ 2023	2023 (%)	+ 2024	2024 (%)	+ 2025	2025
REGIONAL	104	53	51%	8	59%	14	72%	12	84%	11	94%
Argentina	16	1	6.25%	3	25%	4	50%	5	81%	3	100%
Bolivia	3	3	100.00%	0	100%	0	100%	0	100%	0	100%
Brazil	29	22	75.86%	1	79%	4	93%	2	100%	0	100%
Chile	8	5	62.50%	0	63%	0	63%	0	63%	3	100%
Colombia	11	6	54.55%	1	64%	1	73%	1	82%	2	100%
Ecuador	4	2	50.00%	0	50%	1	75%	1	100%	0	100%
French Guiana	1	1	100.00%	0	100%	0	100%	0	100%	0	100%
Guyana	2	2	100.00%	0	100%	0	100%	0	100%	0	100%
Panamá	6	0	0.00%	1	17%	1	33%	1	50%	1	67%
Paraguay	2	0	0.00%	0	0%	1	50%	1	100%	0	100%
Perú	8	8	100.00%	0	100%	0	100%	0	100%	0	100%
Suriname	1	0	0.00%	0	0%	1	100%	0	100%	0	100%
Uruguay	2	1	50.00%	1	100%	0	100%	0	100%	0	100%
Venezuela	11	2	18.18%	1	27%	1	36%	1	45%	2	64%

Table 3.3: Proposed Goals for aerodrome certification in the SAM Region for the next triennium

3.4 With a view to facilitating decision-making and monitoring the main initiatives carried out by the Secretariat in conjunction with the SAM States progress, a series of reports were prepared in the form of “dashboards”. The dashboard first edition presents the status of two main performance indicators: the aerodrome certification implementation and the runway safety teams or RST (for its acronym in English) implementation. It can be accessed at: <https://www.tinyurl.com/SAMAGADash>

3.5 Regarding the RST implementation, the recently approved RST Implementation Support Project for CAR and SAM Regions (RASG-PA ESC/37/C3) will drive the efforts to implement RST at selected international aerodromes.

Project F2: Aerodrome Planning

3.6 In relation to project F2, the SAM Region planned an activity for the month of September 2022, under the Regional Project RLA06/901, however, the Secretariat has been advised that the publication of the updated version of the new document 9184 Part I on Aerodrome Planning has been delayed again, this time due to editorial work and workload due to this year’s Assembly. That is why the Secretariat is proposing the postponement of this activity to Q2 2023, in order for the new manual to be available.

Project F3: Implementation of A-CDM

3.7 Regarding the A-CDM implementation, the Project Coordinator with the support of the Secretariat has prepared a survey to States on the status of flight scheduling process of review and approval, in order to evaluate a mechanism to determine which aerodromes are required to implement this ASBU. This has been shared with SAM Member States thru State Letter SA390. The results of the survey will be available at <https://www.icao.int/SAM/Pages/eDocuments-v18.aspx?area=AGA>.

3.8 After the mechanism is in place, under the Regional Plan Volume III preparation project, States are expected to adopt A-CDM as one of the operational improvements to be implemented to achieve expected performance projections.

4. Suggested actions

4.1 The Meeting is invited to:

- a. take note of the information provided in this working paper;
- b. analyze Appendixes A and B to this working paper;
- c. comment on the projects processes, any challenges that the States encounter and that may be included in the scope of the project; and
- d. support the Projects by assigning specialists for the execution of various project activities.

AERODROME SAFETY AND CERTIFICATION IMPLEMENTATION PROJECT – CAR REGION

CAR Region	PROJECT DESCRIPTION (PD)	DP N° F1	
<i>Programme</i>	Project Title	Start	End
<i>Aerodromes</i> <i>(Programme Coordinator: Fabiana Todesco/AGA ICAO)</i>	<i>Aerodrome Safety and Certification Implementation Project</i>	April 2018	July 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	<ul style="list-style-type: none"> • Number of aerodromes certified by State. • Percentage of aerodromes certified by Region. • Number of AGA inspectors per State. • Percentage of Effective Implementation (EI) by State in the AGA area. • Number of RST (Runway Safety Team or Track Safety Teams) established. • Number of deficiencies reported in the GANDD. 		
Strategy	<ul style="list-style-type: none"> • 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. • 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. • 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). 		

Goals	<ul style="list-style-type: none"> • 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. • Continue assisting the States/airports upon request, with the continuation of the certification of aerodromes, mainly those that have started the process such as: Bahamas, Belize, Costa Rica, Cuba, Dominican Republic, Guatemala, Honduras, Jamaica, and the East Caribbean and reach at least 72% of certified aerodromes by the end of 2023. • 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	<p>Based on ICAO USOAP statistics and results, in CAR Region:</p> <ul style="list-style-type: none"> • 45% of States have not established a process for aerodrome certification; • 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; • 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; • 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; • 50% of States do not guarantee that aerodrome operators develop and implement maintenance programmes; • 41% of States have not established a regulation which defines the circumstances and rationale for the conduct of aeronautical studies/risk assessments; and • 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 148 international aerodromes, from which 96 are certified (65%)	PFF CAR AGA 02	ICAO NACC Regional Office /States	65%	3Q2022	65% of certified aerodromes have been reached for the third quarter of 2022. It is estimated to increase to 72% by the end of 2023.
Up to date, there are 73 aerodromes that have implemented the RST	PFF CAR AGA 02	ICAO NACC Regional Office /States	70%	Q2022	RST implementation has remained stable and is expected to increase by 20% by the end of 2022.
Implementation of the iPack “Reopening of Aerodrome Operations” in the remaining 5 States/airports of Central America	PFF CAR AGA 02	ICAO NACC Regional Office /States	100%	3Q2022	The iPack was completed in Belize and 6 OECS States under ECCAA in 2021, and in Costa Rica, El Salvador, and Honduras in the third quarter of 2022.
Monitoring of 20 airports that have started the certification process in the CAR region jointly with the CAA (Bahamas, Belize, Costa Rica, Cuba, Dominican Republic, Guatemala, Honduras, and Mexico)	PFF CAR AGA 02	ICAO NACC Regional Office /States	75%	OPEN	Two aerodromes were certified in Dominican Republic in January 2022. It is expected to reach at least 72% of aerodromes certified in the CAR region by the third quarter of 2023.
Assistance was provided to the Bahamas and continues to be provided to the States that will receive soon an USOAP audit, such as: Barbados, Costa Rica, Dominican Republic, El Salvador, and Mexico.	PFF CAR AGA 02	ICAO NACC Regional Office /States	80%	OPEN	The assistance provided to Barbados, Costa Rica, Dominican Republic, El Salvador, and Mexico is ongoing.

Project Deliverables	Relationship with the regional Performance -Based Plan (PFF)	Responsible	Status of the implementation	Delivery date	Comments
Preparation of templates and provision of guidance material for States to use in the certification process.	PFF CAR AGA 02	ICAO NACC Regional Office /States	75%	OPEN	Reference guidance material can be found on the ICAO NACC Regional Office website under eDocuments and information related to the reopening of operations and a checklist was added.
Follow-up to the implementation of the Runway Safety Teams and creation of new ones in those States/airports that do not yet have the RST.	PFF CAR AGA 02	ICAO NACC Regional Office /States	70%	OPEN	Without changes. Up to date Aruba, Costa Rica, Honduras, and Mexico continue to be followed up.
GRF implementation plan by States/airports in the CAR region.	PFF CAR AGA 02	States	20%	OPEN	The implementation plan was received from 5 States (Canada, Costa Rica, Cuba, El Salvador, Nicaragua, and United States). Assistance is provided upon States request.
Required resources	High-level commitment from each participating State. The designation of experts by the States (direct assistance) is required for the execution of the aforementioned activities. Access to State regulations, guidance, manuals, procedures, advisory circulars, and other available best practices.				

APPENDIX B

AERODROMES PROGRAM PROJECTS - SAM REGION

SAM Region	DESCRIPTION OF THE PROJECT (DP)	DP N° F1	
<i>Programme</i>	Project title	Starts at	Ends at
<i>Aerodromes</i> (Programme coordinator: Fabio Salvatierra RO AGA ICAO)	Safety and Certification <i>Project Coordinator: To be determined</i>	April 2018	July 2025
Objectives	Assist States of the SAM Region in increasing the number of certified aerodromes and in establishing runway safety mechanisms (e.g. Runway Safety Teams) to deal with events related to runway safety 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 evaluate States in compliance with 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 the initial certification of aerodromes and continuous surveillance.		
Metrics	<ul style="list-style-type: none"> • Number of aerodromes certified by State • Percentage of aerodromes certified by Region • Number of AGA inspectors per State • Percentage of IE by State in the AGA area • Number of RST (Runway Safety Team or Track Safety Teams) established • Number of deficiencies reported in the GANDD 		
Strategy	<ul style="list-style-type: none"> • High level of commitment to certify aerodromes: Through GREPECAS decisions, CAA Directors are urged to present a plan to certify a minimum number of aerodromes per year in the next 3 years, in order to contribute to the regional goal of increasing certified aerodromes. • Collection of data and information: Through a cooperation mechanism (to be defined with the States and Industry partners), the Project will carry out a survey to collect data and define the level of maturity of the documentation/procedures available for compromise the initial certification of aerodromes. • Data and information analysis: After collecting the data, this will allow the project specialists to carry out a gap analysis and define the required solutions (guidelines, documentation, the management of "RST Go-teams", technical cooperation, seminars, workshops, etc.) following the Pareto principle. • Establish State sub-projects (Certification Program (3 years) and Annual Plans): The Project will then establish (with the support of State specialists and under the coordination of the Program coordinator) sub-projects by State with a common methodology so that all State certification programs can be monitored by the Program coordinator. These sub-projects will develop, among others, the following tasks: 		

	<ul style="list-style-type: none"> - Analyze the high level of commitment and available resources for aerodrome certification (in States and aerodrome operators). - Evaluate the infrastructure of the States and the aerodrome certification program to identify potential support from other Contracting State(s), RSOOs, international organizations or ROs. - Provide the States and the Project coordinator with a tool to measure improvement and identify possible obstacles. <ul style="list-style-type: none"> • Initial certification of aerodromes: Consequently, as States implement their program, aerodromes will receive initial certification so that the continuous surveillance phase can begin. This initial certification will be based on current conditions, with exceptions or alternative compliance methods, if necessary. • Initial RST implementation for each designated aerodrome: As part of the airport certification process, formally establish runway safety teams at each designated aerodrome, following common guidelines based on ICAO supporting documents.
Goals	<ul style="list-style-type: none"> • Survey on the availability of documentation, procedures and competent personnel for the certification of aerodromes in the States. YE2017 • Template of the regional aerodrome manual for the aerodrome certification process. YE2018 • Guidelines for the Regional Runway Safety Teams for implementation based on the best practices of ICAO and the industry. YE2019 • Minimum regional aerodrome SMS requirements to apply to an initial aerodrome certification. YE2018 • Regional “modification of standards” or procedure in “safety cases” for aerodrome operators to submit requests for exceptions and apply for an initial aerodrome certification. YE2019 • 100% of States with a State Certification Program for a designated aerodrome. YE2019 • % (to be defined by the SAM Plan) of international aerodromes with initial certification completed. YE2020 • % (to be defined by the SAM Plan) of States with sufficient competent aerodrome inspectors or with provisions and legal mechanisms to delegate to other entities (other States, RSOO's, etc.). YE2020 • % (to be defined by the SAM Plan) of international aerodromes with established Runway Safety Teams. YE2020
Justification	<ul style="list-style-type: none"> • According to ICAO (Operation Safety Report 2015 - USOAP CMA), almost 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 the States have not established, within the framework of their certification process, a mechanism based on safety assessments, to review and accept the lack of compliance with the established requirements. • Likewise, more than 60 percent of the States do not ensure that their aerodrome operators have established and implemented integrated strategies, including Local Runway Safety Teams (LRST), for the prevention of runway incursions and other accidents and incidents at runways. the airfields. • In February 2018, the SAM Regional Office reached 30% of certified international aerodromes.
Related projects	<ul style="list-style-type: none"> • TBD

Deliverables of the project	Relationship with the Performance Based Regional Plan (PFF) and ASBU Modules	Responsible	Status of implementation	Delivery Date	Comments
Survey of States on the national regulations/procedures approved on aerodrome certification in order to establish a reference point in relation to documentation needs.	PFF SAM AGA 02	Programme coordinator	100%	2Q-2018	Concluded Results of the survey sent to the States through official letter LT 10/2.1.1-SA247 were received
Collect the best practices of the States to develop guidance material (templates) and incorporate it into the LAR AGA set	PFF SAM AGA 02	Programme coordinator	100%	YE2020	Started 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 Manual and other proposals for model manuals. Oct 2020: The model is in its final review phase and could be available by the end of 2020 e-CRPP03: available on the portal www.srvsop.aero
Review the survey results and prepare a plan at the Regional and State levels to support the identified gaps.	PFF SAM AGA 02	Programme coordinator & SRVSOP TC	100%	CRPP/5 (2019)	In accordance with the acceptance of the Safety Plan for the SAM Region, the SAM Office together with the SRVSOP are in the process of preparing a detailed Regional plan. Oct 2020: There is a detailed regional plan, but for internal use in the Regional Office. In this NE, under item 3, a proposal for certification goals by State was proposed.
Prepare methodology (procedures and templates) for States to present their certification sub-projects.	PFF SAM AGA 02	Programme coordinator	100%	CRPP/5 (2019)	For CRPP/5, a business case is presented for a Technical Assistance Project that would use part of the documentation used in past aerodrome certification tests. Oct. 2020: The methodology is in the testing period, in charge of the SRVSOP, under the certification test modality of the Calama airport in Chile. The project was offered to 2 States with difficulties for certification, however, due to the pandemic, efforts were suspended.

Deliverables of the project	Relationship with the Performance Based Regional Plan (PFF) and ASBU Modules	Responsible	Status of implementation	Delivery Date	Comments
Planning of Go-Teams to support Initial Certification (with the support of the SRVSOP or other interested parties)	PFF SAM AGA 02	Programme coordinator & SRVSOP TC	50%	YE2022	There is a request from one (1) State interested in a Go-Team to be executed between 2019-2020. Oct 2020: Due to the pandemic, the Go-Teams missions were suspended. Efforts are being resumed virtually. e-CRPP03: A certification assistance to Chile is being carried out. One is planned for the end of 2021 for Argentina. e-CRPP04: Assistance to Chile and Panama is being developed. Argentina confirmed its trial request for 2022. GREPECAS20: Assistance to Panama is ongoing (Phase 2). Assistance to Chile is almost done (Phase 4). Assistance to Argentina started (Phase 1).
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-implementation-of-piste-safety-equipment-rst/
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. e-CRPP03: a Working Note was prepared to push a project under RASGPA. Its mandate was approved and the follow-up project is in the process of being prepared. The date of the end of 2021 is maintained. e-CRPP04: Focal points were requested from the States to start the project through RASGPA. GREPECAS20: new project approved by RASGPA ESC and on-going. Plan already started.
Runway Safety Planning Teams or RS Go-Teams (with the support of ICAO)	PFF SAM AGA 02	TBD	5%	2020-onward	e-CRPP04: Colombia reports start of efforts in several aerodromes.

Deliverables of the project	Relationship with the Performance Based Regional Plan (PFF) and ASBU Modules	Responsible	Status of implementation	Delivery Date	Comments
Headquarters, States, ACI and other partners/stakeholders)					GREPECAS20: the deployment of RS Go Teams will depend on RASGPA (PA-RAST) data analysis.
Required resources	High-level commitment from each participating State. Provision of counterparts in each State, in a Matrix Management approach (share resources), for the project. The designation of experts by the States (direct assistance) is required in the execution of some deliverables. Access to State regulations, guidance, manuals, procedures, advisory circulars, and other available best practices.				

SAM Region	DESCRIPTION OF THE PROJECT (DP)	DP N° F2	
<i>Programme</i>	Title of the project	Starts at	Ends at
<i>Airdromes</i> (Programme coordinator: Fabio Salvatierra RO AGA OACI)	Airport planning <i>Project Coordinator: To be determined</i>	July 2019	July 2025
Objective	Guarantee the 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.		
Metrics	<ul style="list-style-type: none"> • Number of States with National Airport System Plans • Number of international aerodromes with updated Master Plans (< 5 years) • Number of States with at least one (1) airport planning specialist 		
Strategy	Implementation of the plan in 4 phases or “work packages”: <ul style="list-style-type: none"> • A roadmap or guide that States must support through the regional ANP, in order to address the airport infrastructure planning gap. • Guidance material for States to support a collaborative consultation approach on airport planning • Model Regulations on Annex 14 Vol. I new requirements for airport master planning so that States can harmonize with their local regulations • Capacity building and knowledge transfer to state and airport experts in the area of airport planning 		
Goals	<ul style="list-style-type: none"> • States with aligned National Plans for Airport Systems or as part of the National Air Navigation Plan. • International aerodromes with master plans updated and aligned with the National Plan. • States with collaborative consultation mechanisms on airport planning • States with regulations that include elements of aerodrome master planning • States with competencies on airport planning (States with at least one (1) specialist in Airport Planning) 		
Justification	<ul style="list-style-type: none"> • In the SAM Region there is a lack of airport infrastructure capacity in many important hubs that has led to higher costs, saturation, delays, inefficiencies and lost opportunities due to the lack of space to operate, thus acting against the common situation long-term, national and regional interest to take advantage of the benefits of growing air connectivity. • According to ICAO Doc 9854, the main challenge for aerodrome operators will be to provide sufficient aerodrome capacity, while the challenge for the ATM system will be to ensure that all available capacity is used fully and efficiently. 		

Related projects	• F3
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Deliverables of the project	Relationship with the Performance Based Regional Plan (PFF) and ASBU Modules	Responsible	Status of implementation	Delivery date	Comments
Survey of SAM States on Airport Planning		Programme coordinator	100%	2Q-2020	Concluded Survey report available at 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 the national and local levels		Programme coordinator / Task Force(to ve defined)	20%	2Q-2022 YE-2022	e-CRPP03: work delayed due to lack of resources. e-CRPP04: roadmap is being prepared for 2022, considering event planned under RLA06/901 GREPECAS20: in process
Preparation of Guidance Material for States to Support a Collaborative Consultative Approach on Airport Planning		Programme coordinator / Task force (to be determined)	20%	2Q-2022 YE-2022	e-CRPP03: work delayed due to lack of resources. e-CRPP04: in process GREPECAS20: in process
Model Regulations on Annex 14 Vol. I new requirements for airport master planning so that States can harmonize with their local regulations		Programme coordinator / SRVSOP (to be determined)	100%	4Q-2021	e-CRPP03: LAR AGA Regulation updated and available at www.srvsop.aero

¹ Grey- Task not started

Green - Activity in progress according to schedule

Yellow - Activity started with a certain delay but would be arriving on time in its implementation

Red -The implementation of the activity has not been achieved within the estimated period of time, it is necessary to adopt mitigating measures

Deliverables of the project	Relationship with the Performance Based Regional Plan (PFF) and ASBU Modules	Responsible	Status of implementation	Delivery date	Comments
Capacity building and knowledge transfer to state and airport experts in the area of airport planning (course or seminar on airport planning)		Programme coordinator / External support / CIAC (to be determined)	0%	4Q-2025	
Inclusion in e-ANP (VOL III) of forecasts on Airport Planning		GREPECAS	0%	2Q-2022 YE-2022 3Q-2023	e-CRPP03: a proposal for the ANP is being worked on, but it depends on the progress of the work on VOL III. e-CRPP04: activity delayed, it is expected that with the progress of VOL III in 2022, a proposal for review by the States will be incorporated. GREPECAS20: project coordination is exploring a solution with ATFM counterparts on methods to calculate declared capacity for airports. Thus, this activity will not be ready by proposed YE-2022
States prepare national plans aligned to the regional plan in aspects of Airport Planning		STATES	0%	4Q-2023	
States have National Airport System Plans.		STATES	0%	4Q-2024	
States with mechanisms to guarantee updated local master plans aligned with national plans.		STATES / AIRDROME OPERATORS	0%	4Q-2025	

SAM Region	DESCRIPTION OF THE PROJECT (DP)	DP N° F3	
<i>Programme</i>	Title of the project	Starts at	Ends at
<i>Airdromes</i> (Programme coordinator: Fabio Salvatierra RO AGA OACI)	A-CDM Implementation Project coordinator: Sady Beaumont Joel Cordero - PERU	July 2019	July 2025
Objective	The main objective of the project is to support the implementation of the selected elements of A-CDM, as A-CDM has been globally identified as a way to increase capacity at the airport by increasing the situational awareness of all stakeholders. involved through the exchange of information. that lead to a better collaborative decision-making process, especially during the change process at the airport.		
Scope	Selected aerodromes (high density or other parameter) of the SAM region		
Metrics	<ul style="list-style-type: none"> • % of applicable international aerodromes that have implemented enhanced airport operations through CDM-airport (applicable = high density) (phase measurement per aerodrome) • GANP KPI01, KPI02, KPI10, KPI13, KPI14 		
Strategy	<ul style="list-style-type: none"> • That States support the need to implement the B0/1 element of A-CDM at selected aerodromes. • Prepare Guidance Material to establish common rules and criteria for the exchange of information and the implementation of selected elements. • States endorse and implement regional guidance to ensure harmonization. • Implementation by aerodrome following 4 steps: <ul style="list-style-type: none"> o Information phase o Analysis Phase o Implementation Phase o Operational Phase • Direct assistance to initiate pilot projects in selected aerodromes, with the support of States, international organizations and experts in the field. 		
Goals	<ul style="list-style-type: none"> • Uniform, harmonized but scalable application of the concept at the regional level • Integration to regional networks • Delay reduction • Better utilization of existing capacity 		

Justification	The A-CDM Project was approved at the 5th meeting of the CRPP (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. However, the element of “information sharing” is still applicable and useful oriented to the situation of restarting and recovering operations to their transition to normality.
Related projects	• F2

Deliverables of the project	Relationship with the Performance Based Regional Plan (PFF) and ASBU Modules	Responsible	Status of implementation	Delivery date	Comments
Survey of States on implementation of A-CDM	PFF SAM AGA 02	Programme coordinator	100%	3Q-2019	Concluded Results of the survey sent to the States by official letter SA5508 were received Survey report available at https://www.icao.int/SAM/Pages/ES/eDocuments-v18_ES.aspx?area=AGA
A-CDM Implementation Guide First Edition		Programme coordinator	100%	4Q-2020	Concluded Presented to the States in e-CRPP/02 for their endorsement (first edition)
Inclusion in e-ANP (VOL III)		GREPECAS	10%	2Q-2021 YE-2022 3Q-2023	e-CRPP04: In the process of preparing a proposal GREPECAS20: Project coordinator is re-assessing the project in order to promote a more data-based approach to implementation.
Implementation at selected aerodromes		STATES	20%	4Q-2025	To date (February 2022), 10 applicable aerodromes have been identified, which together have an implementation of close to 20%.

— END —

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