



**GREPECAS Programmes and Projects Committee (PPRC) Fifth Virtual Meeting  
 (ePPRC/05)  
 Online, 20 – 21 April 2023**

- Agenda Item 2: Review of the Programmes and Projects of the CAR/SAM Planning and Implementation Regional Group (GREPECAS)**
- 2.1 Programmes and Projects reviewed by GREPECAS:
- a) Aerodromes and Ground Aids (AGA)

**AERODROMES AND GROUND AIDS (AGA)**

(Presented by the Secretariat)

<b>EXECUTIVE SUMMARY</b>	
This working paper presents the state of progress of the aerodrome programme's activities and its projects.	
<b>Action:</b>	Suggested actions are presented in Section 3.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> <li>• Air Navigation Capacity and Efficiency</li> <li>• Economic Development of Air Transport</li> <li>• Environmental Protection</li> </ul>
<i>References:</i>	<ul style="list-style-type: none"> <li>• <i>Annex 14, Volume I, Aerodrome Design and Operations</i></li> <li>• <i>e ICAO CAR/SAM Air Navigation Plan, Volume I and Volume II (eANP) (Doc 8733)</i></li> <li>• <i>Procedures for Air Navigation Services (PANS) — Aerodromes (Doc 9981)</i></li> <li>• <i>Manual on Certification of Aerodromes (Doc 9774)</i></li> <li>• <i>Airport Planning Manual (Doc 9184) – Part 1</i></li> </ul>

**1. Introduction**

1.1 As a follow-up to the decisions from the Eighteen Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/18) and Second GREPECAS Programmes and Projects Review Committee (PPRC) Virtual Meeting (e-PPRC/02), Aerodrome Programme F carried out the following projects:

- a) Project F1: *Aerodromes Certification and Safety*
- b) Project F2: *Aerodrome planning*
- c) Project F3: *Airport Collaborative Decision Making (A-CDM) Implementation*

1.2 Under the Regional Aviation Safety Group – Pan America (RASG-PA), the following project is being carried out “**CAR/SAM Runway Safety Team (RST) Implementation Project**”, which is focused in the implementation of effective RST at selected international aerodromes in the CAR and SAM Regions.

## 2. **Actions taken to implement the GREPECAS and RASG-PA Projects for the CAR Region**

2.1 For the implementation and monitoring of GREPECAS and RASG-PA projects and in order to identify other needs in the AGA area in the North American, Central American and Caribbean (NACC) Region, during the Seventh North American, Central American and Caribbean Working Group Meeting (NACC/WG/7) it was decided to create the AGA Task Force according the following table:

Number	Conclusion/Decision	Responsible for action	Deadline
C/11	<p><b>AGA TASK FORCE (NACC/WG/AGA TF)</b> That,</p> <p>a) States to approve the creation of an AGA Task Force (NACC/WG/AGA TF) for the coordination, preparation and implementation of projects, activities and development of guidance material in the region with the objective of increasing the safety, capacity and efficiency of navigation in the area of aerodromes and ground aids;</p> <p>b) States to nominate members to the AGA Task Force;</p> <p>c) NACC/WG/AGA TF to develop its Terms of Reference (ToRs) and work programme of the NACC/WG/AGA TF for the report prior to the NACC/WG/08 meeting.</p>	States, ICAO and other: NAM/CAR States, ICAO NACC, NACC/WG	Immediately and report progress by NACC/WG/08
C/12	<p><b>AGA CONTACT INFORMATION</b> That, States and Territories send the complete contact information through a format (name, title, email, telephone) of State/Territory’s AGA focal points to the ICAO NACC Regional Office (<a href="mailto:NACC-AGA@icao.int">NACC-AGA@icao.int</a>) <b>by 15 February 2023.</b></p>	States and ICAO	15 February 2023

2.2 As a result of these decisions, the ICAO NACC Regional Office sent a State letter requesting the indication of their AGA Focal Points (*Ref. NT-NI-1 — E.OSG-NACC94449, dated 6 September 2022*).

2.3 For those States that responded the State letter indicating their focal points, virtual meetings were held to monitor and provide information on the AGA projects and activities, in the period of January to April 2023, with ACI-LAC, ECCAA and COCESNA and the AGA focal points of the States and Territories from Aruba, Barbados, Bermuda, Cayman Islands, Costa Rica, Curazao, Dominican Republic, Jamaica, Nicaragua, Trinidad and Tobago and United States.

2.4 During these virtual meetings, it was informed of the holding of the following events and missions in the AGA area:

- Workshop on Runway Safety Team (RST), from 23 to 26 May 2023, at the ICAO NACC Regional Office, Mexico City, Mexico.
  - Funds from Project RLA/09/801 – Multi-Regional Civil Aviation Assistance Programme (MCAAP) and Project of Runway Safety Teams (RST) Implementation for the Central American States.
- Third Regional Meeting for Planning and Response to Contingencies and Emergencies (NAM/CAR/CONT/3), at the ICAO NACC Regional Office, Mexico City, Mexico, from 9 to 11 May 2023,
- First North American, Central American and Caribbean Working Group - Aerodromes and Ground Aids Implementation Task Force Meeting (NACC/WG/AGA/TF1), at the ICAO NACC Regional Office, Mexico City, Mexico, from 3 to 7 July 2023.
- Technical Assistance Mission Teams in the implementation of Runway Safety Teams (RST) in support of States and airports in the 2023 second semester.

2.5 In addition, the ICAO NACC Regional Office requested States and Territories through State Letter (*Ref. NT-NE57-3 — E.OSG-NACC95525*, dated 16 December 2023) to complete questionnaires to obtain and update data on the level of implementation of the GREPECAS and RASG-PA Projects in the AGA area, as well as to identify the challenges in the region. The questionnaires can be found at the following links:

- Questionnaire for State/Territory: <https://forms.office.com/r/H8UhJuKfEr>
- Questionnaire for international aerodromes: <https://forms.office.com/r/bcnbgYNErf>

2.6 However, there is still a need for States, Territories and international aerodromes to answer the questionnaires, as shown in the table:

	States/Territories	International Aerodromes
Number of responded questionnaires	15	51
Number of unanswered questionnaires	16	95
Unanswered percentage	52%	65%

### 3. Actions taken to implement the GREPECAS and RASG-PA Projects 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, representing 53% of the total international aerodromes.

3.2 This trend has been growing through the years, and the forecast for year end 2023 will be to increase the numbers to up to 60% due to several certification processes on going in Argentina, Brazil and Panama, among other States. Below is a graph of progress by year:

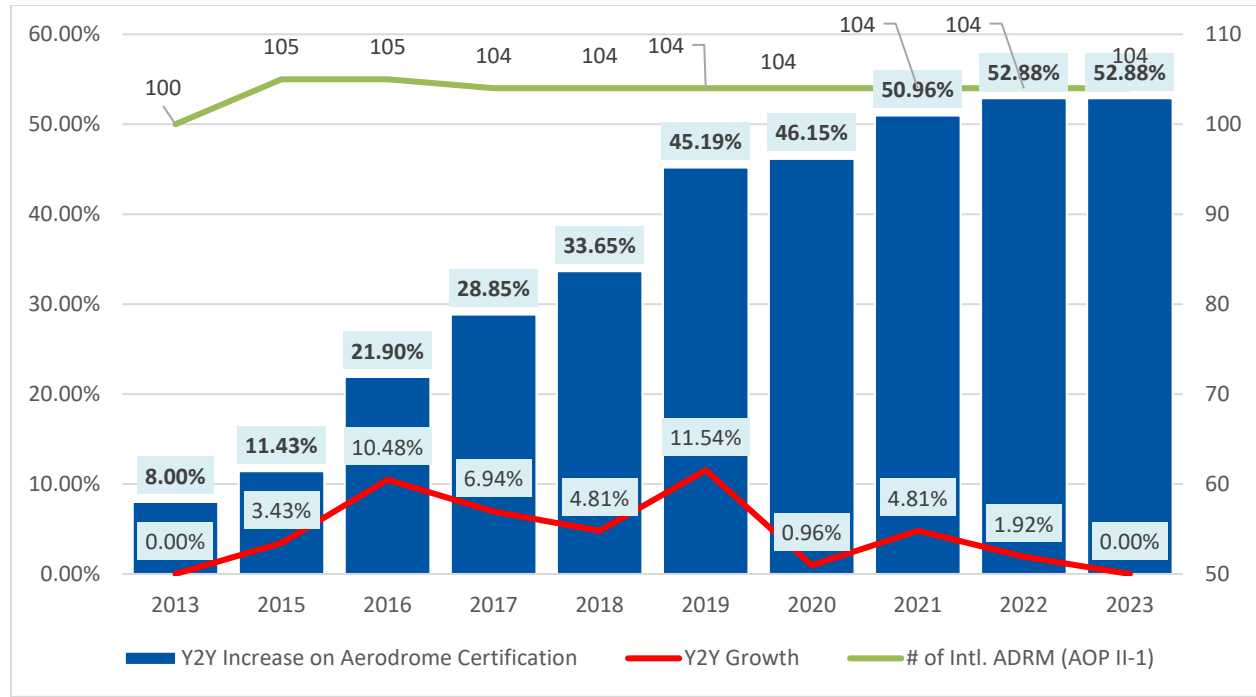


Figure #3.1: Aerodrome certification growth per year – ICAO SAM Region – Revision 17 April 2023

3.3 The aerodrome certification goal discussed with SAM States counterparts is to reach over 90% certified aerodromes on 2025, but this will depend drastically on the progress of those States with larger number of non-certified aerodromes:

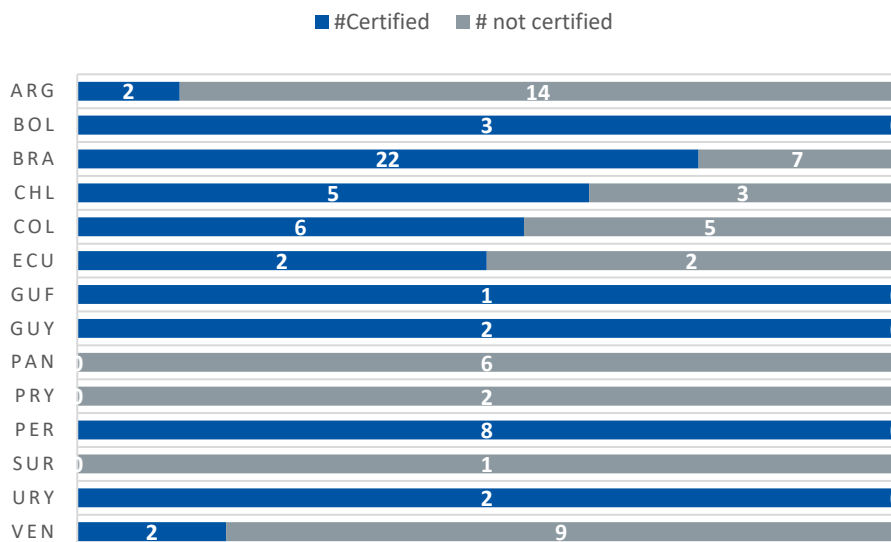


Figure #3.2: Aerodrome certification numbers per State – ICAO SAM Region – Revision April 17, 2023

3.4 In order to access the latest figures on aerodrome certification in the SAM Region, the ICAO SAM Regional Office has prepared a dashboard accessible to all public at the following address: <https://www.tinyurl.com/samagadash>

3.5 In addition, the ICAO SAM Regional Office is migrating all dashboards to the new iSTARS v4.0 dashboards at <https://istars.icao.int/Sites>

3.6 Regarding Runway Safety Teams (RST) implementation, the Region is moving towards the implementation of new RST's at each international aerodrome. Thanks to the new RASG-PA project, States have taken action and updated their figures from 33.65% reports in e-PPRC/04 to 47.12%.

State	No. of Intl. aerodromes CAR/SAM ANP Vol. II	RST Implemented*	RST Not Implemented	% RST in the State
Argentina	16	0	16	0%
Bolivia	3	3	0	100%
Brazil	29	22	7	76%
Chile	8	0	8	0%
Colombia	11	0	11	0%
Ecuador	4	1	3	25%
French Guiana	1	0	1	0%
Guyana	2	2	0	100%
Panama	6	3	3	50%
Paraguay	2	2	0	100%
Peru	8	8	0	100%
Suriname	1	0	1	0%
Uruguay	2	2	0	100%
Venezuela	11	6	5	55%
<b>Total</b>	<b>104</b>	<b>49</b>	<b>55</b>	<b>47.12%</b>

Figure #3.3: RST implementation per State – ICAO SAM Region – Revision April 17, 2023

### *Project F2: Aerodrome Planning – SAM Region*

3.7 In relation to project F2, the SAM Region is planning a 3-day webinar for the month of September, under the Regional Project RLA06/901 auspices, to promote and review some of the actions aimed at it.

3.8 The work related to guidance material preparation has been delayed due to the postponement of the new document *Aerodrome Planning (Doc 9184)* publication by ICAO headquarters, which, in order to maintain alignment with the global documents, was going to be serve as a basis for the preparation of a regional guide.

3.9 In addition, efforts are being taken to analyse the convenience of working with airport planning experts to develop a guide for States to prepare National Airport Use Plans, align with CAMP's, in order to promote an orderly and efficient airport plan use at State level.

3.10 Finally, the NACC and SAM Regional offices has engage with IATA to draft an “*Airport Consultative Committee Guideline*” for the CAR and SAM States in order to promote a consultative approach to airport planning, including master planning and CAPEX projects. The work has delayed due to some resources constraints but it is planned to be delivered on the first semester of the year 2023.

*Project F3: Implementation of A-CDM – SAM Region*

3.11 Regarding the A-CDM implementation, little progress has being made by the project, after the publication of the *Implementation Guidance for CAR and SAM Regions*. In addition, some A-CDM implementations have been halted due to lack of resources and traffic. In 2023, due to the expected recovery of the traffic, its expected that more A-CDM projects will begin to resurface, including new projects in Brazil.

3.12 The ICAO SAM Regional Office has included in its 2023 plan a small webinar on the subject matter, to be held around October 2023 via Zoom.

3.13 Under the Air Navigation 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) support the NACC/WG/AGA/TF by assigning State/Territory’s AGA Focal Points and participating in the meetings;
- d) continue to support SAM activities on the several projects;
- e) support the Projects by assigning specialists for the execution of various project activities;
- f) comment on the projects processes, any challenge that the States/Territories encounter and that may be included in the scope of both the NACC/WG/AGA/TF and the SAM Region; and
- g) respond to the aforementioned ICAO NACC Regional Office questionnaires, in case your Administration/Organization has not yet done so.

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## AERODROMES PROGRAM PROJECTS – 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, RO/AGA)</i>	<i>Aerodrome Safety and Certification Implementation Project</i>	April 2018	July 2025
<b>Objective</b>	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.		
<b>Scope</b>	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).		
<b>Metrics</b>	<ul style="list-style-type: none"> <li>• Number of aerodromes certified by State.</li> <li>• Percentage of aerodromes certified by Region.</li> <li>• Number of AGA inspectors per State.</li> <li>• Percentage of Effective Implementation (EI) by State in the AGA area.</li> <li>• Number of Runway Safety Teams (RSTs) established.</li> <li>• Number of deficiencies reported in the GANDD.</li> </ul>		
<b>Strategy</b>	<ul style="list-style-type: none"> <li>• <b>High level of commitment to certify aerodromes:</b> 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.</li> <li>• <b>Aerodrome Certification:</b> 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.</li> <li>• <b>Implementation of RST in aerodromes that have not yet implemented:</b> 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).</li> </ul>		

CAR Region	PROJECT DESCRIPTION (PD)	DP N° F1	
<i>Programme</i>	Project Title	Start	End
<i>Aerodromes</i>  <i>(Programme Coordinator: Fabiana Todesco, RO/AGA)</i>	<i>Aerodrome Safety and Certification Implementation Project</i>	April 2018	July 2025
<b>Goals</b>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> </ul>		
<b>Justification</b>	<p>Based on ICAO USOAP statistics and results, in CAR Region:</p> <ul style="list-style-type: none"> <li>• 45% of States have not established a process for aerodrome certification;</li> <li>• 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;</li> <li>• 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;</li> <li>• 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;</li> <li>• 50% of States do not guarantee that aerodrome operators develop and implement maintenance programmes;</li> <li>• 41% of States have not established a regulation which defines the circumstances and rationale for the conduct of aeronautical studies/risk assessments; and</li> <li>• 86% of the States have not established or implemented a mechanism to evaluate the results of conducting risk analyzes or aeronautical studies.</li> </ul>		
<b>Related projects</b>	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.
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.

Project Deliverables	Relationship with the regional Performance-Based Plan (PFF)	Responsible	Status of the implementation	Delivery date	Comments
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	<b>70%</b>	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	<b>20%</b>	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.
<b>Required resources</b>	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.				

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## 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>Airdromes</i>  (Programme coordinator: Fabio Salvatierra RO AGA ICAO)	Safety and Certification  Project Coordinator: <i>To be determined</i>	April 2018	July 2025
<b>Objectives</b>	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 .		
<b>Scope</b>	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.		
<b>Metrics</b>	<ul style="list-style-type: none"> <li>• Number of aerodromes certified by State</li> <li>• Percentage of aerodromes certified by Region</li> <li>• Number of AGA inspectors per State</li> <li>• Percentage of IE by State in the AGA area</li> <li>• Number of RST (Runway Safety Team or Track Safety Teams) established</li> <li>• Number of deficiencies reported in the GANDD</li> </ul>		
<b>Strategy</b>	<ul style="list-style-type: none"> <li>• <b>High level of commitment to certify aerodromes:</b> 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.</li> <li>• <b>Collection of data and information:</b> 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.</li> <li>• <b>Data and information analysis:</b> 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.</li> <li>• 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"> <li>- Analyze the high level of commitment and available resources for aerodrome certification (in States and aerodrome operators).</li> <li>- 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.</li> <li>- Provide the States and the Project coordinator with a tool to measure improvement and identify possible obstacles.</li> </ul> </li> </ul>		

SAM Region	DESCRIPTION OF THE PROJECT (DP)	DP N° F1	
Programme	Project title	Starts at	Ends at
<p><i>Airdromes</i></p> <p><i>(Programme coordinator: Fabio Salvatierra RO AGA ICAO)</i></p>	<p>Safety and Certification</p> <p><i>Project Coordinator: To be determined</i></p>	April 2018	July 2025
	<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> </ul>		
<p><b>Goals</b></p>	<ul style="list-style-type: none"> <li>Survey on the availability of documentation, procedures and competent personnel for the certification of aerodromes in the States. YE2017</li> <li>Template of the regional aerodrome manual for the aerodrome certification process. YE2018</li> <li>Guidelines for the Regional Runway Safety Teams for implementation based on the best practices of ICAO and the industry. YE2019</li> <li>Minimum regional aerodrome SMS requirements to apply to an initial aerodrome certification. YE2018</li> <li>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</li> <li>100% of States with a State Certification Program for a designated aerodrome. YE2019</li> <li>% (to be defined by the SAM Plan) of international aerodromes with initial certification completed. YE2020</li> <li>% (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</li> <li>% (to be defined by the SAM Plan) of international aerodromes with established Runway Safety Teams. YE2020</li> </ul>		
<p><b>Justification</b></p>	<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>In February 2018, the SAM Regional Office reached 30% of certified international aerodromes.</li> </ul>		
<p><b>Related projects</b></p>	<ul style="list-style-type: none"> <li>TBD</li> </ul>		

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-PPRC03: available on the portal <a href="http://www.srvsop.aero">www.srvsop.aero</a>
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%	PPRC/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%	PPRC/5 (2019)	For PPRC/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.
Planning of Go-Teams to support Initial Certification (with the support of the	PFF SAM AGA 02	Programme coordinator & SRVSOP TC	60%	<del>2022</del> 2023	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.

Deliverables of the project	Relationship with the Performance Based Regional Plan (PFF) and ASBU Modules	Responsible	Status of implementation	Delivery Date	Comments
SRVSOP or other interested parties)					e-PPRC03: A certification assistance to Chile is being carried out. One is planned for the end of 2021 for Argentina. e-PPRC04: Assistance to Chile and Panama is being developed. Argentina confirmed its trial request for 2022. e-PPRC05: Assistance to Chile is ready. Panama is being developed. Argentina will begin around May 2023 (Bariloche Airport, in companion with EASA).
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: <a href="https://www.srvsop.aero/circulares/ca-aga-153-010-implementation-of-piste-safety-equipment-rst/">https://www.srvsop.aero/circulares/ca-aga-153-010-implementation-of-piste-safety-equipment-rst/</a>
Prepare a plan to implement RSTs by designated airport.	PFF SAM AGA 02	TBD	54%	2021 2023	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-PPRC03: 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-PPRC04: Focal points were requested from the States to start the project through RASGPA. e-PPRC05: project on-going with States reporting implementation. Dashboard available at <a href="https://www.tinyurl.com/samagadash">https://www.tinyurl.com/samagadash</a>
Runway Safety Planning Teams or RS Go-Teams (with the support of ICAO Headquarters, States, ACI and other partners/stakeholders)	PFF SAM AGA 02	TBD	10%	2020-onward	e-PPRC04: Colombia reports start of efforts in several aerodromes. e-PPRC05: Colombia is still pending. RASG-PA is working with Peru to make a Go-Team to several airports. New RASG-PA project is expected to support implementation.
<b>Required resources</b>	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
<b>Objective</b>	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.		
<b>Scope</b>	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.		
<b>Metrics</b>	<ul style="list-style-type: none"> <li>• Number of States with National Airport System Plans</li> <li>• Number of international aerodromes with updated Master Plans (&lt; 5 years)</li> <li>• Number of States with at least one (1) airport planning specialist</li> </ul>		
<b>Strategy</b>	Implementation of the plan in 4 phases or “work packages”: <ul style="list-style-type: none"> <li>• A roadmap or guide that States must support through the regional ANP, in order to address the airport infrastructure planning gap.</li> <li>• Guidance material for States to support a collaborative consultation approach on airport planning</li> <li>• Model Regulations on Annex 14 Vol. I new requirements for airport master planning so that States can harmonize with their local regulations</li> <li>• Capacity building and knowledge transfer to state and airport experts in the area of airport planning</li> </ul>		
<b>Goals</b>	<ul style="list-style-type: none"> <li>• States with aligned National Plans for Airport Systems or as part of the National Air Navigation Plan.</li> <li>• International aerodromes with master plans updated and aligned with the National Plan.</li> <li>• States with collaborative consultation mechanisms on airport planning</li> <li>• States with regulations that include elements of aerodrome master planning</li> <li>• States with competencies on airport planning (States with at least one (1) specialist in Airport Planning)</li> </ul>		
<b>Justification</b>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> </ul>		
<b>Related projects</b>	<ul style="list-style-type: none"> <li>• F3</li> </ul>		

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 <a href="https://www.icao.int/SAM/Pages/ES/eDocuments-v18_ES.aspx?area=AGA">https://www.icao.int/SAM/Pages/ES/eDocuments-v18_ES.aspx?area=AGA</a>
Preparation of a roadmap or guide on aspects of airport planning at the national and local levels		Programme coordinator / Task Force(to be defined)	20%	<del>2Q-2022</del> <del>YE-2022</del> YE-2023	e-PPRC03: work delayed due to lack of resources. e-PPRC04: roadmap is being prepared for 2022, considering event planned under RLA06/901 e-PPRC05: still delayed due to lack of resources and delayed event (moved to 2023).
Preparation of Guidance Material for States to Support a Collaborative Consultative Approach on Airport Planning		Programme coordinator / Task force (to be determined)	80%	<del>2Q-2022</del> <del>YE-2022</del> MID-2023	e-PPRC03: work delayed due to lack of resources. e-PPRC04: in process e-PPRC05: guideline is almost ready but ongoing some editorial modifications.
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-PPRC03: LAR AGA Regulation updated and available at <a href="http://www.srvsop.aero">www.srvsop.aero</a>
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%	<del>2Q-2022</del> <del>YE-2022</del> YE-2023	e-PPRC03: a proposal for the ANP is being worked on, but it depends on the progress of the work on VOL III. e-PPRC04: activity delayed, it is expected that with the progress of VOL III in 2022, a proposal for review by the States will be incorporated. e-PPRC05: same status as 2022 due to work on VOL III

<sup>1</sup> 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



<b>Deliverables of the project</b>	<b>Relationship with the Performance Based Regional Plan (PFF) and ASBU Modules</b>	<b>Responsible</b>	<b>Status of implementation</b>	<b>Delivery date</b>	<b>Comments</b>
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	

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