



Attachment B

ICAO SOUTH AMERICAN REGIONAL OFFICE

NEMOTECNIC PAPER

RLA/06/901 – RCC20/2026/AGA/A02 Workshop on Addressing the Effects of Climate Change on Airport Infrastructure and Promoting Resilience to Extreme Weather Events (Panama City, Panama, September 21 to 25, 2026)	
SAM Regional Strategy 2035	01 Competitiveness: 1.1 Balance operational capacity with demand and improve sector efficiency. 04 Effectiveness of Plans: 4.2 Promote the modernization and integration of regional and national plans. 05 Governance: 5.2 Implement governance best practices in Civil Aviation Authorities (CAAs).
Workshop Objective	- Disseminate among States of the CAR and SAM Regions ICAO technical guidance and recommendations for assessing the effects of climate change on airport infrastructure and for planning and implementing adaptation and resilience measures in response to extreme weather events, in line with the Resilience (RESI) Key Priority Area of the 8th Edition of the GANP and Doc 9184 – Airport Planning Manual. - In addition, the workshop seeks to develop tangible outputs for the Region, including: a) draft procedures and strategic recommendations to strengthen airport resilience to extreme weather events; b) elements for incorporating climate risk assessment into airport master plans and airport infrastructure planning; c) inputs to the SAM/IG AGA Subgroup Roadmap on resilience; and d) strengthened technical capacities of States to ensure the operational continuity of their aerodromes.
Activities carried out by the SAM Region	- Twentieth Coordination Committee Meeting (RCC/20) (<i>Lima, Peru, 14 August 2025</i>) — Approval of activity RCC20/2026/AGA/A02, aimed at addressing the effects of climate change on airport infrastructure and promoting resilience to extreme weather events. - Thirty-Third SAM Implementation Group Workshop/Meeting (SAM/IG/33) (<i>Lima, Peru, 11–15 August 2025</i>) — Approval of the establishment of the AGA Subgroup under the SAM/IG (Action S33/21), with responsibility for non-ASBU solutions related to airport planning and infrastructure. - Adoption of the strategic approach of the RLA/06/901 Project for the 2026–2028 triennium, incorporating the non-ASBU solution “Airport Planning and

	Infrastructure Resilience Enhancement,” aligned with the strategic goals CAP, RESI and EFFI, and based on ICAO Doc 9184 – Airport Planning Manual. • Definition of associated regional metrics, including the percentage of international airports with an Airport Master Plan updated within the last five years and the percentage of airports that have conducted a climate risk assessment, complemented by GANP KPI09 and KPI10 indicators. • Scheduling of the Regional Workshop on Airport Infrastructure Planning (RCC20/2026/AGA/A03, virtual modality), as a complementary activity supporting the development of future regional guidance on airport planning.
Current Situation of the SAM Region	The 8th Edition of the Global Air Navigation Plan (GANP) introduces the Resilience (RESI) Key Priority Area, defined within the context of the Capacity (CAP) Strategic Goal, recognizing that disruptions affecting aviation will continue to occur and that their impacts can be mitigated through resilience-based system design, as well as robust contingency and business continuity planning. In the SAM Region, the RESI area will be implemented from 2026 in alignment with the GANP. Within this framework, the strategic approach of the RLA/06/901 Regional Project for the 2026–2028 triennium incorporates the non-ASBU solution “Airport Planning and Infrastructure Resilience Enhancement,” based on ICAO Doc 9184 – Airport Planning Manual. This solution encompasses the development and updating of Airport Master Plans, the implementation of Low Visibility Procedures (LVP), and the preparation of adaptation plans for extreme weather events. Airports in the CAR and SAM Regions are increasingly exposed to extreme weather events—including heavy rainfall and flooding, strong winds, heatwaves, and other climate-related hazards—which may affect physical infrastructure such as runways, aprons, drainage systems, buildings, and ground facilities, as well as the continuity of air transport operations. At present, preparedness for these risks varies significantly among States. While some have incorporated climate risk assessments and adaptation measures into their Airport Master Plans, others remain at an early stage of implementation. This highlights the need for a common methodological framework, harmonized assessment criteria, and the exchange of best practices at the regional level. The establishment of the AGA Subgroup under the SAM/IG, with responsibility for non-ASBU solutions related to airport planning and infrastructure, makes this an opportune moment to strengthen regional capabilities in airport resilience. This workshop responds to that need by aligning regional efforts with the GANP RESI Key Priority Area and the strategic objectives of the SAM Region.
Nature of the Event	Regional technical workshop of a theoretical and practical nature, aimed at technical personnel from Aerodromes and Ground Aids (AGA) and airport infrastructure planning areas of the CAR and SAM Regions, as well as representatives of aerodrome operators, international organizations, and industry stakeholders. The workshop combines expert presentations, working sessions, and practical exercises based on real airport case studies from the Regions, including climate risk

	assessment and the development of adaptation and resilience measures to address the impacts of extreme weather events.
Competencies Developed Through the Event	• Understanding of the impacts of climate change and extreme weather events on airport infrastructure and airport operations. • Knowledge of the Resilience (RESI) Key Priority Area of the 8th Edition of the GANP and its relationship with the strategic goals of capacity, efficiency, and safety. • Ability to conduct climate risk assessments at airports and identify infrastructure vulnerabilities. • Ability to incorporate adaptation and resilience measures into Airport Master Plans and airport infrastructure planning processes, in accordance with ICAO Doc 9184 – Airport Planning Manual. • Familiarity with the development of contingency plans and business continuity plans to address extreme weather events and their operational impacts. • Ability to coordinate among Civil Aviation Authorities (CAAs), aerodrome operators, and national planning agencies to support the sustainability and implementation of airport resilience measures.
Participant Profile	• Technical specialists in Aerodromes and Ground Aids (AGA) and Air Navigation Services/Meteorology (ANS/MET) from the Civil Aviation Authorities (CAAs) of the CAR and SAM Regions. • Specialists in airport infrastructure planning and Airport Master Planning from international aerodrome operators. • Representatives of government entities responsible for airport infrastructure planning and disaster risk management. • Specialists from Air Navigation Service Providers (ANSPs) and aeronautical meteorology (MET) service providers involved in ensuring the continuity of airport and air navigation operations. • Representatives of international organizations, industry, and airlines participating in the SAM Implementation Group (SAM/IG) and the AGA Subgroup.
Next Steps in the Development of the Strategy	In accordance with the regional strategy and the conclusions of SAM/IG/33, the main initiatives currently under development are: • Development of the Resilience (RESI) Key Priority Area in the SAM Region starting in 2026, in alignment with the 8th Edition of the GANP. • Formalization of the Terms of Reference and approval of the initial AGA Subgroup Work Programme (Action S33/21), including non-ASBU solutions related to airport planning and infrastructure. • Consolidation of the workshop deliverables, including procedures and strategic recommendations to strengthen airport resilience to extreme weather events. • Development of a regional airport infrastructure planning guidance document, including the recommended structure and key elements (Activity RCC20/2026/AGA/A03).

	• Monitoring of the associated regional metrics, including the percentage of international airports with updated Airport Master Plans and the percentage of airports that have conducted climate risk assessments. • Coordination with airport planning initiatives based on ICAO Doc 9184 – Airport Planning Manual and with relevant regional groups operating under GREPECAS.
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