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

WORKING PAPER

GREPECAS/23 — WP/8.29
14/01/26

Fifth GREPECAS–RASG-PA Joint Meeting (GREPECAS-RASG-PA/5) and Twenty-Third Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/23)

Virtual Phase (Asynchronous, 19 January to 17 February 2026)
In-Person Phase (Mexico City, Mexico, 4 to 6 March 2026)

Agenda Item 8: CAR/SAM Air Navigation Implementation

PERFORMANCE-BASED DELIVERABLES OF THE "AGILE" INITIATIVES IN BRAZIL

(Presented by Brazil)

EXECUTIVE SUMMARY

This Working Paper presents the main performance-based deliverables achieved in 2025 under the "AGILE" collaborative initiatives coordinated by the Brazilian Department of Airspace Control (DECEA) at Guarulhos (SBGR), Viracopos (SBKP) and Rio de Janeiro (Galeão and Santos Dumont airports). The paper highlights key operational, procedural and planning outcomes resulting from structured stakeholder engagement, performance monitoring and the application of collaborative decision-making processes. These deliverables support improvements in capacity, efficiency, predictability and operational resilience, while maintaining appropriate levels of safety.

Action:	a) encourage the exchange of experience on collaborative and performance-based airport and TMA optimization initiatives.
Strategic Objectives 2026-2050:	• Every flight is safe and secure • Aviation is environmentally sustainable • Aviation delivers seamless, accessible, and reliable mobility for all • No country left behind • The International Civil Aviation Convention and Other Treaties, Laws and Regulations Address All Challenges • The Economic Development of Air Transport Assures the Delivery of Economic Prosperity and Societal Well-Being for All
References:	• Doc 4444 • Doc 8168

1. Introduction

1.1 The "AGILE" initiatives constitute a performance-driven and collaborative framework coordinated by DECEA, involving ANSPs, airports, airlines, regulators and industry stakeholders, aimed at identifying, implementing and monitoring operational improvements in airports operations and complex terminal environments.

1.2 In 2025, the AGILE GRU (focused on Guarulhos airport), AGILE VCP (focused on Viracopos airport) and AGILE RIO (focused on the multi-airport environment of the Rio de Janeiro TMA) projects reached significant milestones. This Paper consolidates the main deliverables achieved during that year, with emphasis on operational performance assessment, concept development, implementation of new operational modes under Visual Meteorological Conditions (VMC), and planning activities supporting future infrastructure constraints.

2 AGILE GRU – Key Deliverables in 2025

2.1 Development of the Concept of Operations (CONOPS) for Simultaneous Parallel Approaches under VMC: the CONOPS establishes a structured operational framework, defining roles, responsibilities, operational assumptions, safety considerations and prerequisites to support future validation and potential implementation activities at Guarulhos airport.

2.2 Performance Analysis of AGILE Deliverables: a comprehensive performance analysis was conducted to assess the outcomes of the AGILE GRU initiatives, using agreed indicators related to capacity, efficiency, punctuality and operational predictability. The analysis provided objective, data-driven evidence of the impacts of implemented measures and supported informed decision-making for subsequent phases of the project.

2.3 Planning for Runway Maintenance Service at SBGR: in preparation for planned runway maintenance services at Guarulhos airport, AGILE GRU coordinated the development of an operational planning framework and mitigation measures aimed at minimizing capacity reduction and operational disruption. These actions included stakeholder coordination, identification of Air Traffic Flow measures and operational adaptations to preserve system balance during the maintenance service schedule planned for November 2025 and April 2026.

3 AGILE VCP – Key Deliverables

3.1 Within the scope of AGILE VCP, the Climbing Vectoring Area chart for Viracopos International Airport was finalized and is scheduled for publication, with an effective date in April 2026. This deliverable supports more structured departure management and provides the basis for subsequent operational enhancements.

3.2 The São Paulo Approach Control Unit (APP-SP) is conducting air traffic controllers training related to the new procedure, with practical activities scheduled to start in March 2026, ensuring adequate controller familiarization and operational readiness prior to full application.

4 AGILE RIO – Key Deliverables in 2025

4.1 Implementation of Independent VMC Operations RWY 28/33 at Galeão airport: independent operations under VMC for runway configuration 28/33 were implemented in March 2025, increasing operational flexibility and runway throughput during visual meteorological conditions.

4.2 Implementation of Independent VMC Operations RWY 02/15: in August 2025, independent VMC operations were extended to runway configuration 02/15 (RWY 02 at Santos Dumont and RWY 15 at Galeão), further enhancing capacity and reducing operational interdependencies within the TMA-RJ.

4.3 Approval of the Performance Measurement Plan: a dedicated Performance Plan was approved in June 2025, establishing indicators, methodologies and governance arrangements to systematically monitor and assess the impacts of the AGILE RIO initiatives over time.

5 GEPEA Ad Hoc Airports Group

5.1 In parallel with the AGILE initiatives, Brazil has established the Airports Ad Hoc Group of the Airspace Planning Study Group (GEPEA) with the objective of improving operational efficiency at selected high-demand airports, namely Brasília (SBBR/BSB), Belo Horizonte (SBCF/CNF), Curitiba (SBCT/CWB), Porto Alegre (SBPA/POA), Recife (SBRE/REC), Fortaleza (SBFZ/FOR), Salvador (SBSV/SSA), Belém (SBBE/BEL) and Manaus (SBEG/MAO). The Group aims to identify, assess and promote the implementation of concepts and practices recognized by the aviation industry as opportunities for operational enhancement capable of delivering measurable performance benefits.

5.2 The central challenge addressed by this Group is to enable such improvements while maintaining the existing infrastructure, through the optimization of operational processes, procedures and inter-agency coordination among the involved stakeholders. The work programme focuses on performance-based solutions that can be implemented in a scalable, replicable and adaptable manner across different airport environments.

5.3 The activities to be developed by the GEPEA Ad Hoc Airports Group include, but are not limited to:

a) implementation of runway occupancy time reduction programmes;
b) application of Reduced Runway Separation Minima (RRSM);
c) optimization of intersection departures;
d) definition and application of preferential runway concepts;
e) use of omni-directional Standard Instrument Departures (OMNI SID);
f) application of High Density Departure concepts;
g) reduction of final approach separation to 5 NM with interleaved departures; and
h) reduction of final approach separation to 3 NM between successive arrivals.

5.4 The work conducted within the GEPEA Ad Hoc Airports Group complements the AGILE initiatives by providing a structured framework for the identification, validation and dissemination of operational best practices, reinforcing a coordinated, performance-based approach to airport and TMA optimization.

6 Conclusions

6.1 The deliverables of the AGILE GRU, AGILE VCP and AGILE RIO initiatives demonstrate the effectiveness of collaborative and performance-based approaches to addressing capacity, efficiency and operational complexity in high-density terminal environments.

6.2 These outcomes provide valuable lessons learned and replicable practices that may support similar initiatives in other States and regions, in line with ICAO strategic objectives related to safety, efficiency and sustainability.

7 Suggested actions

7.1 The Meeting is invited to encourage the exchange of experience on collaborative and performance-based airport and TMA optimization initiatives.

—END—