



**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 5: Assembly 42nd Results; Matters Concerning Air Navigation Initiatives

**AERODROME OPERATIONS AND OBSTACLE LIMITATION SURFACES.
 AERODROME INFRASTRUCTURE AND CERTIFICATION**

(Presented by the Secretariat)

EXECUTIVE SUMMARY

This working paper presents a summary of the discussions and decisions taken during the 42nd Session of the ICAO Assembly (A42) under Agenda Items 24 and 25, specifically related to Aerodromes and Ground Aids (AGA). A42 outcomes refers to the adoption of the new Obstacle Limitation Surfaces (OLS) SARPs with an applicability date of November 2030, the emphasis on a holistic approach to Aerodrome Certification, the need for strengthening infrastructure resilience against natural disasters, and the enhancement of AGA Inspector competency. The paper outlines the implications for the CAR/SAM Regions and proposes actions to align regional planning with these global priorities.

Action:	The meeting is invited to note the information provided and endorse the suggested actions in Section 4.
<i>Strategic Objectives 2026-2050:</i>	<ul style="list-style-type: none"> • 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
<i>References:</i>	<ul style="list-style-type: none"> • A42-WP/696 Report of the Technical Commission on Agenda Item 24 • A42-WP/697 Report of the Technical Commission on Agenda Item 25 • A42-WP/212, A42-WP/358, A42-WP/155, A42-WP/301 presented on A42

1. Introduction

1.1 The 42nd Session of the ICAO Assembly (A42) was held in Montreal from 23 September to 3 October 2025. Matters related to Aerodromes and Ground Aids (AGA) were primarily discussed within the Technical Commission under Agenda Item 24 (Aviation Safety and Air Navigation Priority Initiatives) and Agenda Item 25 (Other issues).

1.2 The Assembly reviewed the status of implementation of Annex 14 provisions, emerging challenges in aerodrome operations, and new standards required to accommodate the evolution of the aviation sector. This paper summarizes these outcomes to facilitate the alignment of the GREPECAS work programme with ICAO global priorities.

2. Discussion

Agenda Item 24: Aviation Safety and Air Navigation Priorities

2.1. **Obstacle Limitation Surfaces (OLS):** The Assembly noted the adoption of the new OLS SARPs (Amendment 18 to Annex 14, Vol. I), which will become applicable on 21 November 2030. It was recognized that the transition from the current surfaces to the new OLS concept represents a significant change for States. The Assembly urged States to utilize the transition period to prepare their regulatory frameworks and requested ICAO to provide implementation support, guidance material, and tools to assist States (Ref: A42-WP/212, A42-WP/696).

2.2 **Infrastructure Resilience:** The Assembly highlighted the critical need to strengthen the resilience of aviation infrastructure against natural disasters, particularly earthquakes and extreme weather events. The Commission supported a proactive, integrated approach to assess physical and operational vulnerabilities and invited ICAO to consider developing further guidance on seismic engineering and resilience planning for aerodromes (Ref: A42-WP/155).

2.3 **Runway Safety:** The prevention of runway excursions and incursions remains a global high-priority safety category. The Assembly noted the continued importance of the Global Reporting Format (GRF) for runway surface conditions and the potential use of new technologies (e.g., automated FOD detection, AI-based monitoring) to enhance safety.

Agenda Item 25: Other Issues

2.4 **Aerodrome Certification:** The Commission acknowledged that aerodrome certification rates remain uneven across ICAO regions, with some regions facing significant implementation gaps. A “holistic approach” was endorsed, involving collaboration between ICAO, ACI, and mature regulatory authorities to assist States. The Assembly encouraged the use of ICAO implementation support mechanisms, such as Implementation Packages (iPACKs) and the ACI APEX in Safety programme, to accelerate certification (Ref: A42-WP/358).

2.5 **Competency of AGA Inspectors:** To ensure effective safety oversight, the need for specific training and competency frameworks for AGA inspectors was emphasized. The Assembly recognized that the lack of qualified personnel is a bottleneck for certification and oversight in many States (Ref: A42-WP/301).

3. Regional Impact and NACC/SAM Strategy

3.1 The decisions taken at A42 have direct implications for the CAR/SAM Regions, and GREPECAS should consider the following in its work programme:

a) **OLS Transition Plan:** The AGA Programme/Projects should include awareness and training activities regarding the new OLS SARPs to ensure States are ready for the 2030 applicability date.

Under this matter, both Regional Offices are in the process of preparing a joint OLS transition plan to support States and Aerodrome Operators to a seamless transition to new OLS SARPs.

b) **Certification Targets:** Consistent with the Global Aviation Safety Plan (GASP), the Region must renew efforts to certify international aerodromes, utilizing the “holistic approach” recommended by the Assembly.

Certification has been a priority to both NACC and SAM Regional offices, and this will continue with a transition of current GREPECAS project F1 to new Project C2, under the new GREPECAS programme arrangement (see WP7.1). In addition, both Regional Offices continue with their direct efforts to support certification, under their current corresponding initiatives (LAR AGA project and SRVSOP activities, NACC direct assistance support to ECCAA & CARICOM, etc.).

c) **Runway Safety:** States should continue efforts to implement RST and other mechanisms and technologies to improve runway safety, especially the prevention of runway excursions and incursions.

Under RASG-PA, both NACC and SAM Regional Offices carry out activities to support runway safety initiatives, especially focusing on the implementation of local runway safety teams, by means of supporting Runway Safety Go-Teams and other related activities.

d) **Resilience Planning:** States should be encouraged to review their Aerodrome Emergency Plans (AEP) and master plans to include resilience against natural disasters, sharing best practices within the Region.

Both Regional Offices have under the AGA programme, specific activities related to resilience planning. For 2026, both Regional Offices are planning a joint aerodrome resilience event to be held around Q3 2026.

4. Action by the Meeting

4.1 The meeting is invited to:

- a) Note the outcomes of the 42nd ICAO Assembly regarding aerodromes as detailed in this paper;
- b) Urge States to initiate the review of their national regulations in preparation for the new Obstacle Limitation Surfaces (OLS) SARPs applicable in 2030;
- c) Encourage States to utilize available implementation support Projects and tools (i.e., RLA06901, RLA99901-SRVSOP, RASG-PA, iPACKs, workshops, MCAP, etc.) to enhance Aerodrome Certification rates and AGA inspector competency; and

- d) Request the Secretariat and relevant GREPECAS contributory bodies to include the dissemination of the new OLS requirements and infrastructure resilience best practices in their future work programme.

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