



**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: Implementation of Air Navigation Services (ANS) in the CAR/SAM Regions

**CAR/SAM IMPLEMENTATION – AERODROMES AND GROUND AIDS (AGA)
 PROGRAMME PROJECTS**

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
<p>This working paper presents an update on the progress of the Aerodromes Programme Programme F projects in the CAR and SAM Regions. It also introduces a proposal to transition these projects into the new programme/project methodology presented by the Secretariat in Working Paper 7.1.</p>	
Action:	Suggested actions appear in Section 6.
<i>Strategic Objectives 2026-2050:</i>	<ul style="list-style-type: none"> • <i>Every flight is safe and secure</i> • <i>Aviation delivers seamless, accessible, and reliable mobility for all</i>
<i>References:</i>	<ul style="list-style-type: none"> • <i>Final Report of the Twenty-Second Meeting of GREPECAS (GREPECAS/22)</i>

1. Introduction

1.1 As follow-up to decisions issued by GREPECAS/18, e-PPRC/02 and changes approved by GREPECAS/22, the Aerodromes Programme F has carried out, until GREPECAS/22, the following projects:

- a. Project F1: *Aerodrome Certification and Safety*
- b. Project F2: *Aerodrome Planning*
- c. Project F3: *Preparation for future A-CDM through the implementation of Apron Management and SMGCS*

2. Aerodrome Certification and Safety – Project F1

Implementation status of Project F1 - Certification and Safety of Aerodromes for the CAR Region

2.1 The aerodrome certification status in the CAR Region in 2025 shows a slight increase in the number of certified aerodromes and a slight decrease in the number of international aerodromes. The CAR Region now has 98 certified aerodromes, representing 66% of the total number of international aerodromes.

2.2 It is worth noting that, in relation to these figures, the Third Meeting of the Aerodromes and Ground Aids (AGA) Implementation Working Group of the NACC/WG Working Group, held from 18 to 20 June 2025, adopted decision NACC/WG/AGA/TF/3/01 on the Update of the AGA Work Programme, taking into account the approval of the new ICAO Strategic Plan 2026-2050 and the addition of a new Regional Aerodromes and Ground Aids Officer to the Regional Office. This work is ongoing and is expected to positively impact on the pace of the programme.

2.3 For monitoring and reviewing AGA indicators in the CAR Region, States and International Organizations are invited to access the NACC Dashboards: <https://istars.icao.int/Sites/>. These dashboards are under continuous update and improvement.

Implementation status of Project F1 - Certification and Safety of Aerodromes for the SAM Region

2.4 In the SAM Region, aerodrome certification shows a significant increase during 2025. Combined with a slight reduction in the number of declared international aerodromes in the CAR/SAM Regional Air Navigation Plan (following ICAO-managed amendment), the region reaches 67% certification.

2.5 Since the last meeting (GREPECAS/22 in NOV/2024) the certification of eight (8) additional aerodromes in the SAM Region has been registered, being two (2) in Argentina, three (3) in Brazil, one (1) in Colombia, one (1) in Paraguay and one (1) in Venezuela.

2.6 To support decision-making and monitor key initiatives carried out by the Secretariat in coordination with SAM States, a series of dashboards were developed and are available in iStars 4.0 in the following link: <https://istars.icao.int/Sites/PortalDashboard/SouthAmericaRegion>.

2.7 **Appendices A and B** of this document present the current implementation status of Project F1 in the CAR and SAM Regions. Scheduled completion dates are currently set for July 2025 (SAM F1) and December 2025 (CAR F1).

2.8 Considering that neither region has yet achieved full certification of all aerodromes, there are States without certified aerodromes, and certification is a process that verifies the aerodrome operator's ability to provide the essential infrastructure and services to support air operations, establishing the basis for what air operators can expect from such services, it is *proposed to extend the project activities* in both regions by transitioning to the new scheme of programs and projects presented by the Secretariat in Note 7.1.

3. Aerodrome Planning (CAR and SAM Regions) - Project F2 Status

3.1 With regard to the F2 project, the last GREPECAS/21 meeting approved the guidance material “*Airport Advisory Committees*”, and the States were asked to review it and propose improvements to the Secretariat no later than March 2024, in addition to analyzing the feasibility of incorporating this material into their national procedures and submitting considerations in this regard to the Secretariat before the GREPECAS/22 meeting.

3.2 The objective of this “Guidance Material — Airport Advisory Committees” is to provide guidance to States and airport operators that do not currently have such committees, facilitating their

implementation. This material is available at the following link: <https://www.icao.int/NACC/Pages/edocs-aga.aspx>.

3.3 With the migration to the new scheme of programs and projects of GREPECAS, and given the conclusion and publication of the guidance material, the Secretariat reports the closure of the F2 project, indicating that both regional offices will continue to carry out activities related to airport planning, but under the regular program of the Organization.

4. Preparation for Future A-CDM through Apron Management and SMGCS – Project F3

4.1 With regard to the implementation of the A-CDM, at the GREPECAS/22 meeting, *Decision GREPECAS/22/13* was approved, stating, "*That in order to support the implementation of the A-CDM, the Coordinator of the F3 Program shall modify the F3 Project taking into account the questionnaire on A-CDM carried out by ICAO.*"

4.2 This questionnaire on A-CDM, prepared by the ICAO SAM Regional Office, was presented along with the results of a survey conducted by the Project Coordinator (Peru) on the status of the flight schedule review and approval process. The survey aimed to evaluate a mechanism for determining which aerodromes are required to implement this Aviation System Block Improvement (ASBU) update. This information had been shared with SAM Region Member States through the Letter to States *Ref. SA390*.

4.3 Therefore, it is proposed that, as a priority prior to the effective implementation of the A-CDM, the focus of the F3 project should be on the implementation of the Surface Movement Guidance and Control System (SMGCS), which enhances operational safety and the capacity and efficiency of airports. This implies that States and/or aerodrome operators implement the provisions contained in Sections 9.5 and 9.8 of Annex 14, Volume I, Chapters 1, 7, and 9, Part II of PANS-Aerodromes (Doc 9981). In addition, where appropriate or necessary, guidance from Doc 9137, Part 8 (Airport Administration), Doc 9476 (SMGCS), and Doc 9430 (A-SMGCS) should be used.

4.4 With the changes proposed by the Secretariat in Working Paper 7.1, the AGA programme coordinators for CAR and SAM regions propose, as for Project F1, transitioning Project F3 to the new framework as Project B7, aligned with the objectives of the new GREPECAS program B.

5. Suggested Actions

The Meeting is invited to:

- a. Take note of the information presented;
- b. Review progress of AGA Projects as shown in Appendices A and B;
- c. Review the following Draft Conclusion:

Conclusion GREPECAS/23/XX	Transition of the GREPECAS AGA Programme	
What: <ol style="list-style-type: none"> 1. Project F1 (Aerodrome Certification) transitions to new Project C2 under Programme C 2. Project F2 (Aerodrome Planning) is closed, with its deliverable (Airport Consultative Committees guidance) completed; future planning activities handled by Regional Offices. 3. Project F3 (Preparation for A-CDM through Apron Management and SMGCS) transitions to Project B7 under Programme B. 	Expected impact: <ul style="list-style-type: none"> <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input type="checkbox"/> Technical/Operational 	
Why: The current GREPECAS structure is organized by technical areas rather than operational improvement objectives, limiting multidisciplinary participation and performance based outcomes. With the new structural changes, review and realignment of Programme F are required.		
When: GREPECAS/23	Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Invalid / <input type="checkbox"/> Concluded	
Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Others: (International Organizations)		

- d. • Provide comments on project processes, highlight challenges States are facing that should be included in project scope.

APPENDIX A

Project F1 – Aerodrome Certification and Safety in the SAM Region

SAM Region	PROJECT DESCRIPTION (PD)		DP N° F1	
<i>Program</i>	Project Title		Start date	End date
<i>Airdromes</i> (Program Coordinator: Rodrigo Ribeiro, AGA RO)	Aerodrome Certification <i>Project coordinator:</i>		April 2018	July 2025 (an extension is being requested as a new project C2)
Objective	Assist the States of the SAM Region in increasing the number of certified aerodromes and in establishing runway safety mechanisms (e.g., runway safety equipment) to deal with runway safety-related events 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 assess States in meeting 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 initial aerodrome certification and continuous surveillance.			
Goals	<ul style="list-style-type: none"> • Percentage of international aerodromes certified by State until 2028 = 100% • Percentage of certified international aerodromes by Region = 100% • Percentage of EI by State in the AGA area 			
Justification	Based on the statistics and results of the USOAP CMA and the CMP of the ICAO SAM Office, in the SAM Region: <ul style="list-style-type: none"> • All States have established a process for aerodrome certification, including regulations and guidance materials for industry and AAC technical personnel; • 1 State of the Region does not yet have its international aerodrome certified; • 8 States in the Region have not yet managed to certify all their international aerodromes; • 23% of the State's regulatory authorities do not currently have sufficient human resources (including an appropriate mix of technical disciplines according to the size and scope of aerodrome operations in the State) to carry out their functions and mandate; • 50% of States do not have a procedure for incorporating subsequent amendments to the aerodrome manual for review and approval/acceptance by the regulatory authority's technical staff; 			

	<ul style="list-style-type: none"> • 8% of States that have not established a regulation defining the circumstances and reasoning for conducting aeronautical surveys/risk assessments; and • 40% of States that have not established or implemented a mechanism to evaluate the results of conducting risk analysis or aeronautical studies.
Related Projects	<ul style="list-style-type: none"> • TBD

Project Deliverables	Relationship with the Regional Plan based on Performance (PFF) and ASBU Modules	Responsible	Implementation Status¹	Delivery date	Comments
Survey of States on approved national regulations/procedures on aerodrome certification in order to establish a benchmark for documentation WPeds.	PFF SAM AGA 02	Program Coordinator	100%	2Q-2018	Completed Results of the survey sent to States were received by official letter LT 10/2.1.1-SA247

Project Deliverables	Relationship with the Regional Plan based on Performance (PFF) and ASBU Modules	Responsible	Implementation Status ¹	Delivery date	Comments
Collect best practices from States to develop guidance material (templates) and incorporate it into the toolkit LAR AGA	PFF SAM AGA 02	Program Coordinator	100%	YE2020	<p>Initiated</p> <p>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's Manual and other model manual proposals.</p> <p>Oct 2020: The model is in its final phase of revision and could be available by the end of 2020</p> <p>e-CRPP03: Model of Manual (Circular of Advice CA-AGA-139-004) Available on the portal www.srvsop.aero</p> <p>GREPECAS22: the 2nd Edition of CA-AGA-139-004 that incorporates MAC and MEI in its body and whose model (Appendix) is harmonized with Chapter C and Appendix 5 of the LAR 139.</p>
Review survey results and prepare a plan at the Regional and State levels to support the identified gaps.	PFF SAM AGA 02	Program & SRVSOP TC Coordinator	100%	CRPP/5 (2019)	<p>Subject to the acceptance of the Safety Plan for the SAM Region, the SAM Office in conjunction with the SRVSOP are in the process of preparing a detailed Regional Plan.</p> <p>Oct 2020: there is a detailed regional plan, but for internal use in the Regional Office. In this WP, a proposal for certification goals by State was proposed, under item 3.</p>

Project Deliverables	Relationship with the Regional Plan based on Performance (PFF) and ASBU Modules	Responsible	Implementation Status1	Delivery date	Comments
Collect best practices from States to develop guidance material (templates) and incorporate it into the toolkit LAR AGA	PFF SAM AGA 02	Program Coordinator	100%	YE2020	<p>Initiated</p> <p>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's Manual and other model manual proposals.</p> <p>Oct 2020: The model is in its final phase of revision and could be available by the end of 2020</p> <p>e-CRPP03: Model of Manual (Circular of Advice CA-AGA-139-004) Available on the portal www.srvsop.aero</p> <p>GREPECAS22: the 2nd Edition of CA-AGA-139-004 that incorporates MAC and MEI in its body and whose model (Appendix) is harmonized with Chapter C and Appendix 5 of the LAR 139.</p>
Review survey results and prepare a plan at the Regional and State levels to support the identified gaps.	PFF SAM AGA 02	Program & SRVSOP TC Coordinator	100%	CRPP/5 (2019)	<p>Subject to the acceptance of the Safety Plan for the SAM Region, the SAM Office in conjunction with the SRVSOP are in the process of preparing a detailed Regional Plan.</p> <p>Oct 2020: there is a detailed regional plan, but for internal use in the Regional Office. In this WP, a proposal for certification goals by State was proposed, under item 3.</p>

Project F2 – Airport Planning in the SAM Region

SAM Region	PROJECT DESCRIPTION (PD)		DP N° F2	
<i>Program</i>	Project Title		Start date	End date
<i>Airfields</i> (Program Coordinator: Rodrigo Ribeiro, AGA RO)	Airport Planning Project coordinator:		July 2019	July 2025 (Terminated)
Objective	Guarantee adequate and sufficient aerodromes infrastructure 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 planed 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 should support through the regional PNA, in order to address the airport infrastructure planning gap • Guidance material for States to support a collaborative consultation approach on airport planning • Model Regulation on Annex 14 Vol. I new requirements for airport master planning to enable States to 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 National Airport System Plans aligned with or as part of the National Air Navigation Plan • International aerodromes with updated master plans 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 competence over 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 major hubs that has led to higher costs, saturation, delays, inefficiencies and loss of opportunities due to the lack of space to operate, thus acting against the long-term common situation, national and regional interest of taking advantage of the benefits of increasing air connectivity. • According to ICAO Doc 9854, the main challenge for airfield operators will be to provide sufficient airfield capacity, while the challenge for the ATM system will be to ensure that all available capacity is fully and efficiently utilized.
Related Projects	<ul style="list-style-type: none"> • F3

Project Deliverables	Relationship with the Regional Plan based on Performance (PFF) and ASBU Modules	Responsible	Implementation Status2	Delivery date	Comments
SAM States Survey on Airport Planning		Program Coordinator	100%	2Q-2020	Completed Survey report available at https://www.icao.int/SAM/Pages/ES/eDocumentsv18_ES.aspx?area=AGA
Preparation of a roadmap or guide on aspects of airport planning at a national and local level		Program / Task Force (TBD) Coordinator	20%	YE 2022 2Q 2023 3Q-2026	e-CRPP03: work delayed due to lack of resources. e-CRPP04: Roadmap for 2022 is being prepared, considering planned event under RLA06/901 GREPECAS20: In process GREPECAS21: Task delayed due to updating Doc. 9184 part 1. GREPECAS22: awaiting definition from the AGA Officer of the SAM Office to move forward. GREPECAS23: Work is under way to finalize the planning guidance material and make it available to States.

Project Deliverables	Relationship with the Regional Plan based on Performance (PFF) and ASBU Modules	Responsible	Implementation Status2	Delivery date	Comments
Preparation of Guidance Material for States to Support a Collaborative Consultation Approach on Airport planning		Program / Task Force (TBD) Coordinator	20% 100%	YE-2022 YE-2023	e-CRPP03: work delayed due to lack of resources. e-CRPP04: in process GREPECAS20: in process GREPECAS21: Orientation material is finished and will be presented at GREPECAS21. GREPECAS22: material was submitted as Appendix A of WP-11 in the GREPECAS21, and open for comment until December/2023 without further input.
Model Regulation on Anexx 14 Vol. I new requirements for airport master planning to enable States to harmonize with their local regulations		Program / SRVSOP (TBD) Coordinator	100%	4Q-2021	e-CRPP03: LAR AGA Regulation updated and available in www.srvsop.aero
Capacity-building and knowledge transfer to State and airport experts in the area of airport planning (course or seminar on airport planning)		Program Coordinator / External Support / CIAC (TBD)	0%	4Q-2025	

Project Deliverables	Relationship with the Regional Plan based on Performance (PFF) and ASBU Modules	Responsible	Implementation Status ²	Delivery date	Comments
Inclusion in e-ANP (VOL III) of forecasts on Airport Planning		GREPECAS	0%	2Q-2022 YE-2022 3Q-2023 YE-2024 YE-2025	e-CRPP03: a proposal for the NPA is being worked on, but it depends on the progress of the work on the VOL III. e-CRPP04: delayed activity, it is expected that with the progress of VOL III in 2022 a proposal for review by the States will be incorporated. GREPECAS20: The project coordination is exploring a solution with ATFM counterparts on methods for calculating declared capacity for airports. Thus, this activity will not be ready for the YE-2022 proposal GREPECAS21: By depending on the roadmap, it is lagging behind. GREPECAS22: awaiting definition from the AGA Officer of the SAM Office to move forward.
States prepare national plans aligned with the regional plan in aspects of Airport Planning		STATES	0%	4Q-2023 YE-2024 YE-2025	GREPECAS21: A New implementation date is suggested for the end of 2024. GREPECAS22: awaiting definition by the AGA Officer of the SAM Office to start. It is reconsidered for implementation in 2025.
States have National Airport System Plans.		STATES	0%	4Q-2025	
States with mechanisms to guarantee updated local master plans aligned with national plans.		STATES / AERODROME OPERATORS	0%	4Q-2025	

Project F3 – Paving the future A-CDM through the implementation of Platform Management and SMGCS

SAM Region	PROJECT DESCRIPTION (DP)	DP N° F3	
<i>Program</i>	Project Title	Start date	End date
Project Leader (Status): <i>Joel Cordero - PERU</i>	Paving the future A-CDM through the implementation of Platform Management and SMGCS	Nov 2024	Nov 2028 (is being migrated to a new B7 project)
Objective	Support the implementation of appropriate Apron Management and Surface Movement Guidance and Control Systems (SMGCS) services at selected aerodromes in the CAR/SAM regions, as a critical basis for improving the safety of apron operations, increasing airport capacity and paving the way for future implementations of advanced collaboration concepts, such as the A-CDM and other operational efficiency improvements.		
Scope	Selected airfields in the SAM region		
Metrics	<ul style="list-style-type: none"> • Percentage of international aerodromes that have implemented Apron Management services. Percentage of aerodromes that have implemented or improved their SMGCS. • Reduction in platform security incidents. • Improved break-in times and reduced surface delays. • Increase in the operational capacity of the platform and manoeuvring areas. • GANP KPI01, KPI02, KPI 09, KPI10, KPI 11, KPI13, KPI14, KPI21 		
Justification	<p>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.</p> <p>The restructuring of this project, approved in GREPECAS 21, is based on a comprehensive assessment of the regional context and the real needs of the aerodromes in the CAR/SAM regions:</p> <ol style="list-style-type: none"> 1. A survey presented during GREPECAS 21 revealed the need to re-evaluate the approach to implementing A-CDM in the region. 		

	<ol style="list-style-type: none"> 2. Investigations by the ICAO NACC and SAM Offices concluded that the implementation of A-CDM, according to its original European definition, is not directly applicable to the CAR/SAM region, as it was designed to mitigate the effects of airspace management policies and take-off delays not implemented in our region. 3. A significant lack of apron management and systems to improve situational awareness on the ground at airfields in the region was identified, a prerequisite for more advanced collaborative approaches at airports. 4. Although capacity is an issue at some airports in the region, implementing A-CDM is not the direct solution to this challenge. 5. It is recognized that the basis for an improvement in airport capacity is the implementation of appropriate apron management services and [advanced] surface movement guidance and control (SMGCS) systems. 6. This restructuring aligns with the correct implementation of the provisions contained in sections 9.5 and 9.8 of Annex 14, Volume I, Chapters 1, 7 and 9, Part II of PANS-Aerodromes (Document 9981), and the guidance provided by Doc 9137, Part 8 (Platform Management), Document 9476 (SMGCS) and 9430 (A-SMGCS). <p>Therefore, this restructuring seeks to address the specific needs of the CAR/SAM region, focusing on the implementation of Platform Management and SMGCS and/or A-SMGCS as a fundamental basis for future improvements in airport safety, efficiency and capacity.</p>
<p>Resources Needed</p>	<p>High-level engagement of participating States, airport operators and air navigation service providers. Appointment of experts in airport management and SMGCS systems. Resources for evaluation, implementation and updating of systems and procedures. Training programs for airport and air traffic control personnel. Tools for monitoring and evaluation of implementation.</p>

APPENDIX B

F1 Project – Aerodrome Certification and Safety in the CAR Region

SAM Region	PROJECT DESCRIPTION (DP)	DP N° F1	
<i>Program</i>	Project Title	Start date	End date
<i>Airdromes (Coordinator of the Program: Fabio Salvatierra, RO/AGA)</i>	<i>Aerodrome Safety and Certification Project</i>	April 2018	December 2025 (a extension is being requested as a new project C2)
Objective	Assist the States of the CAR Region in increasing the number of certified aerodromes and in establishing runway safety mechanisms (e.g., runway safety equipment) to deal with runway safety-related events 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 assess States in meeting 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 initial aerodrome certification and continuous surveillance. The project also aims to support States in the completion of corrective action plans (CAPs) and the implementation of local safety teams on the runway.		
Indicators	<ul style="list-style-type: none"> • Number of certified aerodromes per State. • Percentage of certified aerodromes by Region. • Number of AGA inspectors per State • Percentage of Effective Implementation (EI) by State in the AGA area • Number of deficiencies reported in the GANDD 		
Strategy	<ul style="list-style-type: none"> • High-level commitment to certify aerodromes: Through GREPECAS decisions, the Civil Aviation Authorities (CAAs) Directors are urged to submit a plan to certify their aerodromes that receive/will receive international operations in the next three years, in order to facilitate monitoring and contribute to the regional goal of increasing the number of certified aerodromes. • Aerodrome Certification: The process comprises four main tasks: Providing guidance/instruction to aerodrome inspectors, establishing the initial aerodrome certification process and continuous surveillance, preparing certification manuals, and granting aerodrome certification • Regional collaboration mechanisms: strengthen the work of the RSOO (CASSOS, ACSA) and Civil Aviation Authorities (ECCAA, etc.) to promote horizontal cooperation and regulatory harmonization, ensuring to avoid duplication of efforts and allowing economies of scale in drafting standards, training and delivery of technical assistance. 		

	<ul style="list-style-type: none"> • Implementation of RST at aerodromes where they have not yet been implemented: As part of the airport certification process, formally establish runway safety teams at aerodromes that do not yet have an RST. As a follow-up to the initiation of this ICAO NACC Regional Office, assistance will continue to be provided in the formation of these teams following the ICAO reference material (some of which can be found on the ICAO NACC Regional Office website).
Goals	<ul style="list-style-type: none"> • Continue to support States/airports upon request, with the continuation of aerodrome certification and reach at least 85% of certified aerodromes by the end of 2028. • Achieve horizontal cooperation mechanisms between States/Territories to enable the certification of aerodromes and capacity building in the AGA personnel of the AACs of the Region.
Justification	<p>Based on ICAO's USOAP statistics and results, in the CAR Region:</p> <ul style="list-style-type: none"> • 45% of States have not established a process for aerodrome certification; • 77% of the State's regulatory authorities do not have sufficient human resources (including an appropriate mix of technical disciplines according to the size and scope of aerodrome operations in the State) to carry out their functions and mandate; • 68% of States do not ensure that aerodrome manuals are regularly reviewed to verify the status of their amendments and that the information contained in the manual remains correct; • 50% of States do not have a procedure for incorporating subsequent amendments to the aerodrome manual for review and approval/acceptance by the regulatory authority's technical staff; • 50% of States do not ensure that aerodrome operators develop and implement maintenance programmes; • 41% of States that have not established a regulation defining the circumstances and reasoning for conducting aeronautical surveys/risk assessments; and • 86% of States that have not established or implemented a mechanism to evaluate the results of conducting risk analyses or aeronautical studies.
Related Projects	<ul style="list-style-type: none"> • RST IMPLEMENTATION SUPPORT PROJECT (RASG-PA)
Required Resources	<ul style="list-style-type: none"> • High-level commitment from each participating State. • The appointment of experts by States (direct assistance) is required for the implementation of the above-mentioned activities. • Access to regulations, guidance material, manuals, procedures, guidance circulars and other best practices available.

Project Deliverables	Relationship with the Regional Plan based on Performance (PFF) and ASBU Modules	Responsible	Implementation Status	Delivery date	Comments
85% of international aerodromes in the CAR region.	PFF CAR AGA 02	ICAO NACC Office /States	69%	3Q2022 4Q2028	Work is currently underway on the AGA programme restructuring, including the certification project, with a more aligned approach to using horizontal cooperation between States and Regional Organisations (RSOs) to increase the number of certified aerodromes, especially in those States with few or no certified aerodromes.
85% of international aerodromes with RST	PFF CAR AGA 02	ICAO NACC Office /States	56%	Q2022 2025 Q4 2028	<p>In 2025, RST Go-Teams missions were conducted at the following aerodromes:</p> <ul style="list-style-type: none"> • Philip S.W. Goldson International Airport (MZBZ), Belize • International Airport (MROC) and (MRLB), in Costa Rica • El Salvador International Airport (MSLP), El Salvador • Palmerola International Airport (MHPR), Ramón Villeda Morales International Airport (MHLM) and Juan Manuel Gálvez International Airport (MHRO), Honduras • Augusto C. Sandino International Airport (MGA), Nicaragua <p>By 2026, a focus is expected on aerodromes in Caribbean States/Territories, which in turn will be working on the certification of their aerodromes and require RST as an important piece of the process.</p>

Project Deliverables	Relationship with the Regional Plan based on Performance (PFF) and ASBU Modules	Responsible	Implementation Status	Delivery date	Comments
Assistance was provided to NACC States and continues to provide assistance to States that will soon receive a USOAP audit, such as the United States and Mexico.	PFF CAR AGA 02	ICAO NACC Office /States	57%	OPEN	Assistance to Barbados, Costa Rica, El Salvador, Mexico and the Dominican Republic is in process.
Plan for the implementation of the Global Reporting Format for Runway Surface Conditions (GRF) by the States/Airports in the CAR region.	PFF CAR AGA 02	States	20%	OPEN	From 2023 to 2024, there is a significant increase in the number of international aerodromes in the Central American Region with GRFs implemented. However, it remains a challenge for the Caribbean region.
