



**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 7: GREPECAS Work Programme and Projects.

Review on the GREPECAS Work Programme and Projects

(Presented by Secretariat)

EXECUTIVE SUMMARY	
This working paper presents a proposal for new and consolidated Projects for enhancing the effectiveness and State participation in the activities of the GREPECAS Work Programme. This proposal is open for analysis and discussion at the virtual meeting.	
Action:	Section 3.
<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
<i>References:</i>	<ul style="list-style-type: none"> • Final Report GREPECAS/22

1. Introduction

1.1 At the Twenty-second Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/22), held in Lima, Peru, in November 2024, Decision GREPECAS/22/14 was approved with the objective of updating the GREPECAS list of Programs and Projects to align with current priorities and needs, and enhance the integration of projects from the CAR and SAM regions.

2. Context

2.1 According to the Final Report GREPECAS/22, the Secretariat presented the reviews the activities and improvements to the GREPECAS Programme, assessing its status of implementation and proposing several adjustments/ recommended actions to optimise the work of the Regional Group and to enhance the relevance for States and the industry for the implementation of air navigation services.

2.2 As the structure of GREPECAS projects and programmes has historically been oriented toward technical areas rather than clear performance objectives or integrated operational improvements—thereby limiting multidisciplinary participation and the effective achievement of operational improvement objectives—the Secretariat proposes the following three key programmes and correlated projects, with their respective objectives and indicators for monitoring in the coming years (see **Appendix A**):

PROGRAMMES				CORRELATED PROJECTS	
ID	Title	Objective	Meta/Goal	ID	Title
A	Program for Strengthening the CAR/SAM Regional Plan (RANP) and National Plans (NANP)	Strengthen the planning, harmonization, and performance-based implementation of Air Navigation Services (ANS) in the CAR/SAM Regions through updated and integrated Regional (RANP) and National Air Navigation Plans (NANPs), fully aligned with the Global Air Navigation Plan (GANP).	Percentage of CAR/SAM States with updated and aligned NANPs and effective contribution to the updated CAR/SAM RANP (Vol. I, II, III)	A1	Assistance for the Implementation of National Air Navigation Plans (NANP). (Appendix B)
				A2	Management of GANP KPI for Vol. III of the CAR/SAM RANP (Appendix C)
B	CAR/SAM Air Navigation Operational Efficiency Programme	Strengthen the operational efficiency, capacity, interoperability, and performance of Air Navigation Services in the CAR/SAM Regions through the implementation of GANP/ASBU modules and associated performance improvement strategies.	Percentage of priority ASBU elements implemented by CAR/SAM States across CNS, AIM, MET, ATFM.	B1	NEOSPACE-01: Increasing Efficiency and capacity; Implementation of Improved operations through enhanced en-route trajectories (FRTO) and Improve arrival and departure operations (APTA) (Appendix D)
				B2	Improvement of Airport Surface Operations (Appendix E)
C	Air Navigation Safety Improvement Program	Enhance air navigation safety levels in the CAR/SAM Regions through strengthened airspace and ATS safety management, increased aerodrome certification, and improved cybersecurity resilience in air navigation services.	Percentage of international aerodromes certified	C1	Aerodrome Certification and Oversight Support Project (Appendix F).

2.3 Therefore, the following draft Decision is proposed to comply with the GREPECAS Decision 22/14 to improve the activities of the GREPECAS Work Programme:

DECISION	
GREPECAS/23/XX	Approval of New GREPECAS Programs and Projects
What: <ul style="list-style-type: none"> a) That the meeting approves the GREPECAS Programs and Projects as presented in appendix YY of this Report; a) The Secretariat, in coordination with the CAR/SAM States, will establish and present the reference values for the three Programme indicators, considering 2026 baseline year, and propose targets for the subsequent three-year period b) That the Secretariat continue the progressive formulation of the remaining projects, in accordance with the GREPECAS programmes and the priorities of the CAR and SAM Regions. 	Expected impact: <ul style="list-style-type: none"> <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input checked="" type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
Why: To comply with the item b) from GREPECAS Decision 22/14.	
When: <ul style="list-style-type: none"> a) Immediate b) and c) Reported to GREPECAS/24 	Status: <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
Who: <ul style="list-style-type: none"> <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other: 	

3. Suggested actions:

3.1 The Meeting is invited to:

- a) Take note of the information in this Working Paper;
- b) analyse and approve the Draft Decision in paragraph 2.3; and
- c) propose some other actions as needed.

APPENDIX A
GREPECAS PROGRAMME AND PROJECTS

PROGRAMMES				PROGRAMME COORDINATOR	CORRELATED PROJECTS	
ID	Title	Objective	Meta/Goal	ICAO	ID	Title
A	Program for Strengthening the CAR/SAM Regional Plan (RANP) and National Plans (NANP)	Strengthen the planning, harmonization, and performance-based implementation of Air Navigation Services (ANS) in the CAR/SAM Regions through updated and integrated Regional (RANP) and National Air Navigation Plans (NANPs), fully aligned with the Global Air Navigation Plan (GANP).	Percentage of CAR/SAM States with updated and aligned NANPs and effective contribution to the updated CAR/SAM RANP (Vol. I, II, III)	Fabiana Todesco (SAM/RO) Eddian Méndez (NACC/RO)	A1	Assistance for the Implementation of National Air Navigation Plans (NANP).
					A2	Management of GANP KPIs for Vol. III of the CAR/SAM RANP
B	CAR/SAM Air Navigation Operational Efficiency Programme	Strengthen the operational efficiency, capacity, interoperability, and performance of Air Navigation Services in the CAR/SAM Regions through the implementation of GANP/ASBU modules and associated performance improvement strategies.	Percentage of priority ASBU elements implemented by CAR/SAM States across CNS, AIM, MET, ATFM.	Fernando Hermoza (SAM/RO) Josue González (NACC/RO)	B1	NEOSPACE-01: Increasing Efficiency and capacity; Implementation of Improved operations through enhanced en-route trajectories (FRTO) and Improve arrival and departure operations (APTA)
					B2	Improvement of Airport Surface Operations
C	Air Navigation Safety Improvement Program	Enhance air navigation safety levels in the CAR/SAM Regions through strengthened airspace and ATS safety management, increased aerodrome certification, and improved cybersecurity resilience in air navigation services.	Percentage of international aerodromes certified	Rodrigo Ribeiro (SAM/RO) Fabio Salvatierra (NACC/RO)	C1	Aerodrome Certification and Oversight Support Project

APPENDIX B

GREPECAS PROJECT A1

ID: A1	PROJECT DESCRIPTION (PD)		Program for Strengthening the CAR/SAM Regional Plan (RANP) and National Plans (NANP)	
ICAO Coordinator: NACC and SAM ANS officers	Project Title		Start date	End date
Project Leader (State): <i>TBD</i>	Assistance for the Implementation of National Air Navigation Plans (NANP).		April/26	April/29
Objective	Recognizing the limited implementation of National Air Navigation Plans (NANPs) by the administrations of the CAR/SAM Regions, the project aims to build States' capacities for the development and management of their National Air Navigation Plans, based on a minimum NANP content tailored to each State and streamlined procedures for the approval and subsequent management of the Plan.			
Scope	Targeted to five States in SAM and five states in CAR Region identified as needing an updated NANP, the project aims to provide individualized assistance for the formulation of a NANP tailored to each State's legal and technical framework and aligned with the RANP and GANP. The assistance includes Teleconferences and face-to-face meetings and the establishment of an appropriate team of planners with the knowledge and skills required for the management of the Plan.			
Justification	<ul style="list-style-type: none"> • Assembly Resolution A42-6¹ expressed support for the Eighth Edition of the GANP. Appendix B of this Resolution tasks the ICAO Council, among other matters, with promoting guidance for the development of National Air Navigation Plans (NANPs). • GREPECAS/23 adopted Conclusion 23/XX, indicating that the Secretariat should manage mechanisms to assist States in the development of NANPs, in line with the strategic objective of “No Country Left Behind”. 			
Indicators/Targets	<ul style="list-style-type: none"> • Number of NANPs approved, adopted, and officially published by States over a three-year period. • Other applicable metrics. 			
Resources Needed	<ul style="list-style-type: none"> • For the development of the Project in one (01) State: • Teleconferences requiring 30 man-hours per month. • In-person meetings, 4 days in each state. • Regional Implementation Project funds for in-person meetings, development of manuals, studies, and training. • Funds from other sources. • Estimated international financial resources for the Project: USD (TBD). 			

¹ Link to the Provisional Edition of Assembly Resolution A42: <https://www.icao.int/events/assembly-42nd-session/Resolutions>

Main risks identified	<ul style="list-style-type: none"> • Lack of interest in the project and limited participation by States in project activities. • Reluctance or delays in the approval of the NANP due to the complexity of the State’s political or legal framework. • Insufficient financial resources. • Lack of specialized personnel with adequate technical knowledge in the State receiving assistance. • Lack of industry support.
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*** PROJECT A1 ACTIVITY TABLE**

National Air Navigation Plans (NANP)

** Reference table for the implementation of a NANP.
Project Officers and Coordinators should formulate the activities in detail.*

Activity	Responsible	Start date	End date	States	Comments
1. Planning					
1.1. Identification of States receiving assistance. Prioritization					
1.2. Sources of resources					
1.3. Development of the annual work plan					
1.4. Project documentation.					
2. Training					
2.1. Webinar on the 8th Edition of the GANP					
2.2. Webinar on the CAR/SAM RANP, Volume III, and performance-based planning.					
2.3. Webinar on national planning – NANP. Alignment with the GANP and RANP					
2.4. Other content					
3. Analysis of the State’s operational and technical data. Identification of stakeholders					
4. Analysis of the State’s political, legal, and technical framework					

Activity	Responsible	Start date	End date	States	Comments
5. Gap analysis. Analysis of improvement ambitions within the national air navigation system					

— END —

APPENDIX C

GREPECAS PROJECT A2

A3	PROJECT DESCRIPTION (PD)		Program for Strengthening the CAR/SAM Regional Plan (RANP) and National Plans (NANP)	
ICAO Coordinator: NACC and SAM ANS officers	Project Title		Start date	End date
Project Leader (State): TBD	Management of GANP KPIs for Vol. III of the CAR/SAM RANP		Sept 2025	sept 2028
Objective	Achieve progress in managing the progress of KPI for CAR/SAM eANP, VOL III.			
Scope	Development a sustainable and comprehensive management of KPIs in CAR/SAM Regions			
Justification	<p>According to the GREPECAS/22 Report Final, we had the following result from the worktable related "Performance-based planning and KPI management of the Global Air Navigation Plan."</p> <ol style="list-style-type: none"> 1. <i>"The provision of Regional Technical Guides that complement the information presented in the ICAO GANP portal is required, in order to have a harmonized methodology for developing KPIs. These guides should be the basis for the preparation of instruction manuals on this subject.</i> 2. <i>The formation of an Ad-hoc group within GREPECAS is required to consolidate the efforts of the administrations and to assist in processes for data collection, KPI calculations and management of air navigation performance.</i> 3. <i>The group should identify regional priorities, aligned with the ongoing air navigation rollout, and the resources required for harmonized progress on these tasks. At the same time, it must strengthen the integrated work of the industry, users, States, and ANSPs.</i> 4. <i>It was identified that benchmarking activities between administrations and/or ANSPs (on a voluntary basis), carried out at regional and interregional level, can boost the management of KPIs of CAR/SAM States.</i> 5. <i>The dissemination of the enacted KPIs must be improved, through appropriate tools (dashboards, etc.). Likewise, it is necessary to develop a Communications Plan."</i> <p>Therefore, this project is initiated to ensure a cost-efficient KPI management process and to strengthen regional planning aimed at safe, efficient, and sufficiently capable air navigation, thereby supporting industry growth through a performance-based planning methodology implemented by the States.</p>			

Indicators/Targets	<p>Monitoring the level of implementation of the following GANP KPIs by each State in the CAR and SAM Regions:</p> <ul style="list-style-type: none"> • KPI01: Departure punctuality (SOBT vs AOBT) • KPI02: Additional Taxi-out time • KPI04: Planned en-route distance • KPI05: Actual en-route flown distance • KPI06: En-route airspace capacity • KPI09: Airport peak capacity • KPI10: Airport peak throughput • KPI13: Additional Taxi-in time • KPI14: Arrival punctuality (SIBT vs AIBT) • KPI17: Level-off during climb • KPI19: Level-off during descent
Required Resources	<ul style="list-style-type: none"> • High-level engagement of participating States, industry, airport operators and air navigation service providers. • Resources for data management. • Training programmes.
Main risks identified	<ul style="list-style-type: none"> • Lack of interest in the project and limited participation by States in project activities. • Insufficient financial resources. • Lack of specialized personnel with adequate technical knowledge in the State receiving assistance. • Lack of industry support.

Activity/Action	Deliverables	Deadline	Responsible	Status (SAM)	Status (CAR)	Remarks
Initial assessment of the current status of GANP KPI implementation in the CAR and SAM States.	Evaluation report in the CAR and SAM Region.	Nov/2026	CAR and SAM States	0%	0%	
Development of Action Plan for the progressive implementation of KPIs, identifying priorities and resources required, harmonized with the progress of the implementation groups and States from CAR and SAM.	Action Plan for the progressive implementation of KPIs, identifying priorities and resources required, harmonized with the progress of the implementation groups and States from CAR and SAM.	TBD	GADHOC Members	80%	80%	<ul style="list-style-type: none"> • ICAO NACC and SAM Regions can explore resources support from existing regional Projects (MCAAP, SAM IG, others) to support this activity. • GREPECAS DECISION/22/19

Activity/Action	Deliverables	Deadline	Responsible	Status (SAM)	Status (CAR)	Remarks
Cooperation with EASA for development of proposal CAR/SAM regional guidance material on the methodology of performance indicators KPI.	First proposal CAR/SAM Regional guidance material on the methodology of performance indicators KPI.	Sep/2025	EASA Consultant	20%	20%	The regional guidance material was developed for KPIs 01 to 06 by EASA Consultant.
Analysis of CAR/SAM regional guidance material on the methodology of performance indicators KPI to submit to GREPECAS.	Proposal CAR/SAM Regional guidance material on the methodology of performance indicators KPI.	Dec/2025	GADHOC Members	100%	100%	GREPECAS DECISION/22/19
Development of Communications Plan detailing the adequate means of dissemination (dashboards, etc.) of the KPIs.	Communications Plan detailing the adequate means of dissemination (dashboards, etc.) of the KPIs.	Dec/2025	GADHOC Members	100%	100%	<ul style="list-style-type: none"> GREPECAS DECISION/22/19
Management and development of a regional dashboard to present data and technical performance of ADS stations in the SAM region.	Regional dashboard to present data and technical performance of ADS B stations.	Dec/2026	ICAO SAM and NACC ROs	0%	0%	
Workshop on GANP KPIs is relevant to the aerodrome area for CAR and SAM Region.	Dissemination of knowledge on a proposed practical guide for collecting and analyzing AGA KPI data.	2026	ICAO SAM and NACC RO-	0%	0%	

Activity/Action	Deliverables	Deadline	Responsible	Status (SAM)	Status (CAR)	Remarks
Populate the Tables of Volume III of the RANP CAR/SAM with the data of performance indicators – KPIs, prioritizing and harmonizing the management of these indicators according to the progress of the Working Groups for the regional implementation of air navigation by GREPECAS/23.	Tables of Volume III of the RANP CAR/SAM with the data of performance indicators - KPIs	2027	CAR and SAM States	0%	0%	GREPECAS CONCLUSION/22/2

APPENDIX D
GREPECAS PROJECT B1

B1	PROJECT DESCRIPTION	CAR/SAM Air Navigation Operational Efficiency Programme	
ICAO Coordinators: ATM Officers NACC and SAM	Project Title	Start date	End date
Project Leaders: - Julio Cesar de Souza Pereira (IATA) - Riaaz Mohammed (Trinidad and Tobago) - Sergio Kebach (Brasil)	NEOSPACE-01: Increasing Efficiency and capacity; Implementation of Improved operations through enhanced en- route trajectories (FRTO) and Improve arrival and departure operations (APTA)	Ene 2024	Dec 2027
Objectives	<p>Recognizing the current progress of implementation activities for certain elements of the APTA and FRTO modules of the GANP1, it is required:</p> <ul style="list-style-type: none"> a) Support and reorient the optimization of the airspace structure of the CAR/SAM Region in a harmonized and coherent manner, strengthening ongoing implementations. b) Promote the activities of the States and CAR/SAM organizations for the effective implementation of Volume III of the ANP CAR/SAM. c) Generate environmental benefits by saving fuel and reducing CO2 emissions. 		
Scope	<ul style="list-style-type: none"> ✓ Initiate and/or reinforce the implementation of selected elements of the GANP FRTO module: <ul style="list-style-type: none"> a) to increase performance in the area ‘Efficiency’, in the focal areas; flight time, distance and vertical flight, focusing on fuel savings and CO2 emissions; and b) to increase performance in the area ‘Safety’, in specific objectives of avoiding deviations in lateral/horizontal navigation and improving the early detection of conflicting ATC authorizations. ✓ Initiate and/or reinforce the implementation of selected elements of the GANP APTA module (Approach, SID/STAR, CDO and CCO) to increase performance in the area ‘Capacity’, in the focal areas, capacity, performance and utilization. ✓ Evaluate and implement the necessary CNS/ATM enablers to FRTO and APTA 		

¹ See GANP portal: <https://www4.icao.int/ganpportal/>. Note that the 42nd ICAO Assembly approved the Eighth Edition of the GANP. This project will be updated accordingly.

	<ul style="list-style-type: none"> ✓ Optimize longitudinal separation in continental space, to increase performance in the Efficiency and Capacity area.
Justification	<ul style="list-style-type: none"> ○ GREPECAS/20 identified that activities in the CAR/SAM region are advancing together with the industry, and harmonization between them should begin as soon as possible. It was agreed that these initiatives should be grouped under a single GREPECAS Program, to develop in a harmonized and interoperable manner the concepts for the optimization of airspace that cover, in addition to PBN implementation, several modules/operational elements of the GANP. ○ This project focuses on the key performance areas (KPA) Capacity, Efficiency and Safety in order to reduce the gap between the actual flight path and the optimal trajectory desired by users. Likewise, implement routes and instrument flight procedures that increase the airport's arrival ratio and increase accessibility to the airport, while ensuring operational safety. ○ The project supports the optimization of the airspace structure of CAR/SAM regions that is in progress since the beginning of the implementation of the APTA module in 2013, as well as the implementation of the FRTO module that was initiated through several initiatives in CAR and SAM after the pandemic period, with a view to supporting the recovery and sustainability of the Industry, as well as restoring air connectivity. ✓ At the same time, the effective implementation of Volume III of the ANP CAR/SAM is promoted.
Supporting metrics	<ul style="list-style-type: none"> ✓ Number of SID/STAR PBN routes implemented, where required for International Airports (Application of CCO and CDO techniques) ✓ Number of RNAV/RNP routes implemented (new routes/improved navigation specification/replacement of conventional routes). ✓ Number of Flight Information Regions that have implemented strategic direct routing (SDR). Volume of airspace implemented. ✓ Number of Flight Information Regions that have implemented Free Route Airspace (FRA). Volume of airspace implemented. ✓ Number of routes preferred by the UPR user implemented. ✓ Percentage of thresholds with APV approaches in International Airports. ✓ Reduction of fuel consumption and CO2 emissions ✓ Other metrics that are applicable. ✓
GANP Key performance indicators (KPI)	<ul style="list-style-type: none"> ○ According to the project planning, FRTO and APTA elements and respective KPI indicators (GANP and Doc. 9883 performance-based planning process) will be selected. Performance improvement targets require the definition of a baseline for KPIs. From this baseline, it is feasible to establish performance improvement ambitions for a given KPI, within a defined period. ○ Proposed project KPIs are shown below (States/Organizations, according to their needs, can calculate/monitor other GANP KPIs or develop their own indicators)

	<p style="text-align: center;">APTA MODULE</p> <p>Basic Indicator - Capacity KPI 10 – Airport peak throughput</p> <p>Advanced Indicators - Efficiency KPI 17 – Level-off during climb KPI 19 - Level-off during descent</p>	<p style="text-align: center;">FRTO MODULE</p> <p>Basic Indicators - Efficiency KPI 04 – Filed flight plan En-route extension. KPI 05 – Actual en-route Extension</p> <p>Basic Indicators – Safety KPI20 – Number of aircraft accidents KPI23 – Number of airprox events/TCAS alerts/separation loss/mid-air near collision/mid-air collision (MAC)</p> <p>Advanced Indicators - Efficiency KPI 17 – Level-off during climb KPI 19 - Level-off during descent</p> <p>Advanced Indicator – Capacity KPI 06 – En-route Airspace capacity</p>
<p style="text-align: center;">Resources Needed</p>	<ul style="list-style-type: none"> • Teleconferences that require 40 man-hours per month. For the remaining life cycle totals 960 man-hours 	
<p style="text-align: center;">Main risks identified</p>	<ul style="list-style-type: none"> • Lack of interest in the project. Low participation of States in project activities. Reluctance or delays to the effective implementation of changes in airspace, including publication in AIP. • Scarcity of economic resources. • Lack of technical knowledge. • Lack of Industry Support 	

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TABLE OF ACTIVITIES

1. FRTO CAR SAM PLANNING AND IMPLEMENTATION ACTIVITIES (REFERENCE ONLY)

Activity	Responsible	Start date	End date	Status	Comments
1. Documentation					
1.1. Develop Version 2 FRTO Implementation Guide					
1.2. Produce CONOPS FRA CAR/SAM					
1.3. Set a target for SDR and FRA implementation in the next 5 years					
1.4. Develop and disseminate national FRTO implementation strategy					
1.5. Studies on FPL/AIDC in an SDR and FRA environment					
2. FRTO Publication					
2.1. Review aeronautical publication model for UPR, SDR and FRA implementation					
2.2. Harmonize UPR, DTS and FRA publications					
3. CNS Infrastructure					
3.1. Evaluate the implementation status of the requirements for implementation FRTO B0/1 and B1/1 (ATS Surveillance Coverage, VHF Coverage, MTCD, Trajectory Monitoring)					
3.2. Perform FPL processing tests for SDR and FRA cross-border environments with and without					

Activity	Responsible	Start date	End date	Status	Comments
"floating points". Check for interference with AIDC					
4. Support Metrics and Key Performance Indicators					
4.1. Set support metrics					
4.2. Develop interactive maps with SDR and FRA airspaces					
4.3. Establish key performance indicators.					
4.4. To verify the feasibility of implementing the methodology used in Brazil					
5. Longitudinal separation between aircraft					
5.1. Track the Implementation Status of longitudinal separation with a view to achieving 30/10NM separation					

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2A. APTA PLANNING AND IMPLEMENTATION ACTIVITIES IN SAM REGION (REFERENCE ONLY)

Activity	Responsible	Start Date	End Date	Status	Comments
1. Review of the APTA Implementation Roadmap in the SAM Region					
1.1. Review the Operational Concept Capacity and Efficiency	SAMIG/GESEA	2026	2028	Not started	
1.2. Review of the PBN Roadmap	SAMIG/GESEA	2026	2028	Not started	

APPENDIX E

GREPECAS PROJECT B2

B2	PROJECT DESCRIPTION (PD)		CAR/SAM Air Navigation Operational Efficiency Programme	
ICAO Coordinator: ROs AGA	Project Title		Start date	End date
Project Leader (State): <i>Joel Cordero - PERÚ</i>	Improvement of Airport Surface Operations		Nov 2025	Nov 2028
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 apron operations safety, increasing airport capacity, and prepare the terrain for future implementations of advanced collaboration concepts, such as the A-CDM and other operational efficiency improvements.			
Scope	Selected aerodromes in the CAR and SAM Region			
Justification	<p>The origin of this project is the A-CDM F3 project, which was restructured at the Twenty-Second GREPECAS Meeting. This new project is based on a comprehensive assessment of the regional context and the actual needs of aerodromes in the CAR/SAM Regions.</p> <ol style="list-style-type: none"> 1. Studies conducted by the ICAO NACC and SAM Regional Offices under the F3 project concluded that the implementation of A-CDM, as originally defined in the European context, is not directly applicable to the CAR/SAM Regions, as it was designed to mitigate the effects of airspace management policies and departure delays that have not been implemented in our region.. 2. 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 in airports. 3. Although capacity is an issue at some airports in the region, the implementation of A-CDM is not the direct solution to this challenge. 4. It is recognized that the basis for an improvement in airport capacity is the implementation of appropriate platform management services and advanced SMGCS systems. 5. 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 (Doc 9981), and the guidance provided by Doc 9137, Part 8 (Platform Management), Doc 9476 (SMGCS) and Doc 9430 (A-SMGCS). <p>Therefore, this restructuring seeks to address the specific needs of the CAR/SAM region, focusing on the implementation of Apron Management and SMGCS and/or A-SMGCS as a fundamental basis for future improvements in airport safety, efficiency, and capacity.</p>			

Indicators	<ul style="list-style-type: none"> • Percentage of international aerodromes that have implemented Apron Management services, among the ones that the necessity was determined. • Percentage of aerodromes that have implemented or improved their SMGCS. • Reduction in apron safety incidents. • Improved break-in times and reduced surface delays. • Increase in the operational capacity of the apron and maneuvering areas. • GANP KPI01, KPI02, KPI 09, KPI10, KPI 11, KPI13, KPI14, KPI21
Required Resources	<ul style="list-style-type: none"> • 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 programmes for airport and air traffic control personnel. • Training programs for airport and air traffic control personnel.
	<ul style="list-style-type: none"> •

Activity/Action	Deliverables	Deadline	Implementation Status (SAM)	Implementation Status (CAR)	Remarks
Initial assessment of the current apron management situation and SMGCS at selected aerodromes.	Evaluation report in the CAR and SAM Region	2026	0%	0%	
Determination of aerodromes where implementation of Apron Management is necessary and priority of implementation	1. Methodology for determining necessity for Apron Management 2. List of aerodromes where Apron Management is necessary, in order of priority	2026	0%	0%	
Development of regional guides for the implementation of Platform Management services and improvement of SMGCS.	SMGCS Regional Guides	2026	0%	0%	

Activity/Action	Deliverables	Deadline	Implementation Status (SAM)	Implementation Status (CAR)	Remarks
Pilot implementation of Apron Management services at selected airfields	1.List of priority aerodromes. 2. Report on the pilot case	2027	0%	0%	
Implementation or improvement of SMGCS in selected aerodromes.	1.Technical assistance missions. 2. Reports on results.	2028	0%	0%	
Development and realization of knowledge dissemination events	Taller Webinario	2026	0%	0%	

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APPENDIX F

GREPECAS PROJECT C1

C1	PROJECT DESCRIPTION (PD)	Air Navigation Safety Improvement Program	
ICAO Coordinator: NACC & SAM AGA ROs	Project Title	Start date	End date
Project Leader (State): <i>TO BE DEFINED</i>	AERODROME CERTIFICATION AND OVERSIGHT SUPPORT PROJECT	Jan/2026	Dec/2028
Objective	<ul style="list-style-type: none"> • Address the critical gap in aerodrome certification across the Caribbean, Central American and South American States and Territories. Currently, resource constraints and technical capacity gaps prevent many Member States from meeting the Regional Air Navigation Plan and ICAO Annex 14 obligations. • Main objectives: <ul style="list-style-type: none"> ○ Increase aerodrome certification in the CARSAM Region ○ Build institutional capacity within the CAAs or group of CAAs to maintain certification conditions. ○ Strengthen the role of horizontal cooperation and RSOO. ○ Contribute to AGA ICAO audit preparation. 		
Scope	The scope of the project includes identifying latent problems or obstacles in the aerodrome certification process, with the aim of better assessing States in meeting regional goals and developing specific needs related to documentation, processes and procedures, development of guidelines, training, expert advice, best practices and collection of data and information, to facilitate initial aerodrome certification and ongoing oversight.		

Justification	<p>Aerodrome certification has been an ICAO Standard for aerodromes with international operations since 2003 (as per Amendment 4 to Annex 14, Volume I, 1.4.1). However, after over two decades, as per December 2025, the NACC Region reached 69% of certified aerodromes and the SAM Region 67% and some States haven't certify any of their aerodromes with international operations. This directly affects States level of Effective Implementation with ICAO SARPs.</p> <p>Some States lack of sufficient qualified personnel, including an appropriate mix of disciplines, to certify their aerodromes. In addition, other States lack technical guidance and tools to carry out the certification, especially, in the area of safety assessments / aeronautical studies assessment.</p> <p>The project is part of the activities that will enable and support the achievement of ICAO Safety Strategic Goals, the goals of ICAO GASP of increasing States effective implementation, and will support States to comply with their licensing, certification, authorization and approval obligations (CE-6) and subsequently their surveillance obligations (CE-7).</p> <p>In addition, the implementation of aerodrome certification has demonstrated that States are in more control of the gaps and challenges in their aerodromes, identify better the hazards and assess the risks for the safety of civil air operations, and serve as a baseline to plan better the safety oversight, thus reducing the CAA's workload and saving important resources.</p>
Indicators/Targets	<p>Indicator / Target</p> <ul style="list-style-type: none"> • Number of aerodromes certified per State All States with at least 1 (one) certified international airport • Percentage of aerodromes certified per region 5% increase per year • Percentage of Effective Implementation (EI) by State in the AGA area Regional EI average above Global average
Resources Needed	<ul style="list-style-type: none"> • High-level commitment from each participating State. • High-level commitment from each airport operator involved. • The designation of experts by the States (direct assistance) is required for the execution of the aforementioned activities. • Access to regulations, guidance materials, manuals, procedures, guidance circulars, and other available best practices. • International cooperation with human and/or financial resources for assistance and training missions.
Main risks identified	<ul style="list-style-type: none"> • Risk 1 (Political): Changes in government administration in Member States may de-prioritize aviation safety funding or sharing of resources. <ul style="list-style-type: none"> ○ Mitigation: Embed commitments in international treaties/agreements. • Risk 2 (Resources): Trained inspectors move to the private sector or are fired due to non-technical reasons. <ul style="list-style-type: none"> ○ Mitigation: Bonded training agreements. • Risk 3 (Resources): lack of resources to deploy missions or training. <ul style="list-style-type: none"> ○ Mitigation: involve international organizations and RSOOs with cost-effective solutions to support horizontal cooperation.

Activities/Actions	Deliverables	Delivery date	Implementation Status (SAM)	Implementation Status (CAR)	Comments
Foundation & Diagnostics <ul style="list-style-type: none"> • Task 1.1: Regulatory Review: • Task 1.2: The Gap Analysis: 	Review and update Primary aviation law, AGA Regulations and supporting documentation in target States/Territories to ensure they have the legal requirements to certify. Virtual Pre-assessment (as needed) per Airport to be certified to establish the baseline of non-compliance and opportunities of direct assistance to implement certification.		0%	0%	Create a robust base for the implementation of all the enablers (procedures, checklists, templates, training) of the certification
Execution <ul style="list-style-type: none"> • Task 2.1: Capacity Building • Task 2.2: The Certification Marathon 	"Aerodrome certification process" workshops for CAA staff and "Aerodrome Manual and certification preparation" workshops for Airport Operators Rolling support teams to assist and follow up States in moving from Phase 2-3 (Documentation) to Phase 5 (Granting Certificate).		0%	0%	The objective is to train inspectors and aerodrome personnel based on the new revised regulations, to prepare the documentation necessary for the certification process (Aerodrome Manual). Next, implementation of Certification Implementation projects with the support of NACC & SAM AGA RO (as PM) with contributions from other stakeholders/donors and national AGA staff.

Activities/Actions	Deliverables	Delivery date	Implementation Status (SAM)	Implementation Status (CAR)	Comments
Sustainability & Oversight <ul style="list-style-type: none"> • Item 3.1: RSOO Strengthening: • Item 3.2: Digital Oversight Implementation: 	<p>Formalizing legal frameworks for resource pooling (inspector sharing) between States/Territories</p> <p>With certification in place, and with ICAO support, States have in place the right procedures and evidence uploaded and updated to ICAO USOAP CMA Online Framework (OLF) platform.</p>		0%	0%	<p>Generate enough trained staff with the expertise needed to accomplish certification without ICAO support. RSOO formalizes resource pooling framework to enable safety oversight objectives as a group.</p>

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