



Agenda Item 5: 2025 – 2026 Work Plan. Organization of the SAM/IG and contributing bodies

PROPOSAL FOR THE CREATION OF AN AERODROME AND GROUND AIDS IMPLEMENTATION GROUP (GIAGA) UNDER THE STRUCTURE OF THE SAM-IG

(Prepared by the Secretariat)

SUMMARY

This working paper presents the proposal for the creation of an Aerodrome and Ground Aids Implementation Group (GIAGA, in Spanish acronym) under the structure of the SAM Regional Implementation Group (SAM-IG).

The justification is based on the need to have a specialized forum to coordinate the implementation of improvements in airport infrastructure and operations, a gap identified in the current structure. The recent reorientation of GREPECAS Project F3 towards Platform Management and SMGCS underscores the urgency of strengthening AGA's fundamental capabilities before moving towards more complex concepts.

The proposed GIAGA would be responsible for coordinating the implementation of the ASBU elements of the SURF thread ASBU elements, non-ASBU solutions, and monitoring the Basic Constituents (BBBs) and KPIs of aerodromes, operating under the umbrella of Project RLA/06/901.

The meeting is invited to analyze this proposal and approve the creation of the group to ensure a harmonized and efficient development of aerodromes in the SAM Region.

References:

- Global Air Navigation Plan (GANP, Doc 9750)
- CAR/SAM Regional Plan for Air Navigation (RANP, Doc 8733)
- Project Document RLA/06/901
- GREPECAS/22 Report

1. Background

1.1 The Regional Project RLA/06/901 is the main support mechanism for the implementation of improvements in air navigation in the SAM Region. Its working body, the SAM-IG, is supported by expert groups such as GESEA for ATM and GT-Interop for CNS. However, there is currently no equivalent forum with a specialized focus in the area of Aerodromes and Ground Aids (AGA).

1.2 The AGA area is a fundamental pillar for the operational safety, capacity and efficiency of the aviation system, providing the infrastructure and ground services that allow aircraft to operate safely. The objectives of the actions in AGA seek to ensure that airport infrastructure does not become a constraint on the growth of civil aviation or a source of operational hazards.

1.3 The recent experience with **GREPECAS F2 and F3 Projects**¹ has highlighted this need. The F3 project, for example, initially focused on the implementation of A-CDM, was strategically reoriented in 2024 towards the **implementation of Apron Management services and Surface Movement Guidance and Control Systems (SMGCS)**. This decision recognizes that, for the CAR/SAM regions, it is a priority to establish solid operational foundations at the aerodromes before implementing advanced collaborative systems, validating the need for a dedicated group to coordinate these aspects.

2. Analysis

2.1 The creation of an AGA Implementation Group (GIAGA) is justified by the need to effectively address the challenges and opportunities in airport infrastructure and operations. The existing groups under SAM-IG do not possess the specialization or direct representation of the key actors in aerodromes (operators, infrastructure planners, AAC aerodrome personnel, etc.). A GIAGA will formalize and strengthen regional coordination between Civil Aviation Authorities (CAAs), service providers and other government entities, which is vital for the implementation of complex airport improvement initiatives.

2.2 The GIAGA would operate under the SAM-IG with the following scope, related to result 1.6 of Project RLA 06/901:

- Discuss and coordinate the maintenance of the AGA part of the RANP CAR/SAM (AOP I-1, AOP II-1 and AGA part of Volume III);
- Implementation of AGA projects related to capacity, efficiency, resilience and environment.
- ASBU modules of the SURF driver, and non-ASBU solutions that improve infrastructure and operations.
- Monitor the implementation of the Basic Constituencies (BBB) of AGA and the measurement of the Key Performance Indicators (KPIs) of aerodromes.
- Promote the optimization of capacity, the efficiency of surface operations and the resilience of infrastructure, in alignment with the strategic pillars of the region (especially the pillars of Competitiveness, Environment, Governance, Effectiveness of the Plans).

2.3 The group's work would be directly aligned with global and regional frameworks:

- **GANP/ASBU:** Will initially focus on the implementation of the **SURF (Surface Operations) thread** elements, such as SURF-B0/1 (ATCO Basic Tools), SURF-B0/2 (Situational Awareness) and SURF-B0/3 (Initial Alerts).
- **GREPECAS:** Will directly support the new approach of **Project F3**, which aligns with Annex 14, Vol. I, PANS-Aerodromes (Doc 9981) and other ICAO guidance on platform management and SMGCS.
- **Non-ASBU Solutions:** It will address priority issues for the region such as infrastructure planning (Master Plans, national airport infrastructure plans), increasing resilience to extreme events (including those resulting from climate changes), and implementing environmentally sustainable infrastructure.
- **KPIs:** It will drive the measurement and analysis of key KPIs for aerodromes, such as KPI02 (Additional Taxi-out), KPI09 (Airport Peak Capacity), KPI10 (Airport Peak Flow), KPI11 (Airport Flow Efficiency), KPI13 (Additional Taxi-out), KPI21 (Runway Incursions), KPI22 (Runway Excursions).

1. Project F2 refers to Aerodrome Planning, and Project F3, adjusted by GREPECAS/22, refers to the implementation of *Apron Management* and SMGCS as the basis for a future A-CDM. More details are available in the GREPECAS/22 Report, available at [GREPECAS Meetings](#).

2.4 It is proposed that the GIAGA adopt a structure similar to that of GESEA, including:

- A Coordinator who leads the group.
- Members of States, including not only AAC staff, but also representatives of airfield operators and government entities responsible for infrastructure planning, to ensure that solutions are viable and supported.
- The possibility of creating Subgroups or Task Groups to develop specific activities of the work plan.

2.5 The GIAGA will be assisted by the RLA/06/901 Project, which from 2026 will focus part of its resources on supporting the optimization of the capacity, efficiency and resilience of aerodromes. This ensures that the group will have the necessary technical and logistical support to meet its objectives.

2.6 The creation of this implementation group is proposed as a strategic and fundamental step to ensure the coordination and specialized approach necessary for the SAM Region to develop an increasingly robust, safe and resilient airport infrastructure, indispensable for the sustainable future of air transport.

3. **SUGGESTED ACTIONS**

3.1 The Meeting is invited to:

- a) To analyse the proposed rationale, scope and structure for the establishment of the AGA Implementation Group (GIAGA).
- b) To approve the creation of the GIAGA as part of the working structure of the SAM-IG, under the auspices of Project RLA/06/901.
- c) To instruct the Secretariat to coordinate a kick-off meeting to formalize the group, approve its Terms of Reference and its initial Work Plan.

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