



**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

COOPERATION AND JOINT PROGRESS IN CAR AND SAM SURVEILLANCE

(Presented by Secretariat)

EXECUTIVE SUMMARY

In compliance with GREPECAS Conclusions 21/11 and 21/21, this working paper updates the joint progress made by the CAR and SAM Regions in the area of surveillance, under the technical leadership of the NACC and SAM Regional Offices.

During the 2024–2025 biennium, significant progress was made in expanding ground-based and satellite-based ADS-B surveillance capabilities, and in developing and implementing actions inherent to a Minimum Operational Network (MON) as a critical dependency for the continuity of Global navigation satellite system (GNSS) based Automatic dependent surveillance - broadcast (ADS-B) surveillance services.

Action:	Actions suggested under item 3 of this working paper.
<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"> • Tenth Meeting of the North American, Central American and Caribbean Working Group, NACC/WG/10, September 2025. • Thirty-third workshop/meeting of the SAM Region Implementation Group, SAM/IG/33, August 2025 • Twenty-first meeting of the Regional Planning and Implementation Group for CAR and SAM, GREPECAS/21, November 2023

1. Introduction

1.1 In compliance with GREPECAS Conclusions 21/11 and 21/21, this working paper updates the joint progress made by the CAR and SAM Regions in the area of surveillance, under the technical leadership of the NACC and SAM Regional Offices.

1.2 During the 2024–2025 biennium, significant progress was made in expanding ground-based and satellite-based ADS-B surveillance capabilities, as well as in developing regional tools to assess the coverage, quality, and availability of surveillance data.

1.3 Likewise, the critical nature of GNSS resilience as a fundamental dependency for ADS-B surveillance is recognised, in line with the guidance issued by the latest ICAO Assembly recommendations regarding the mitigation of GNSS interference (jamming and spoofing) and the continuity of GNSS-based surveillance services.

2. Surveillance – ADS-B Expansion and Data Quality

2.1 In compliance with Conclusions 21/11 and 21/21, both regions continue to develop the ADS-B Tool project, designed to evaluate the coverage, quality, and redundancy of surveillance data. The project is ready to be developed during 2026, led by the FAA in United States, IDAC of the Dominican Republic and COCESNA, and it is expected that Brazil, Colombia, and Uruguay will participate, as they have requested.

2.2 In the CAR Region, Mexico, COCESNA and Central America completed the installation of their ADS-B stations, and the mandatory equipment mandate came into effect in January 2025. Expanding the activities planned for 2026 to develop the necessary mechanisms for regional ADS-B data to support the generation of the corresponding Key Performance Indicators (KPIs) for the Region.

2.3 As a part of joint CAR/SAM activities for performance KPIs deployment, the ADS-B CNS/SUR/1 Workshop (Lima, May 2025) was held, with participation of SAM states, EASA and COCESNA, which addressed technical and operational aspects of ADS-B, the use of the ASTERIX CAT021 format, the application of artificial intelligence for performance monitoring and KPIs management, and the integration of the REDDIG infrastructure as transport support.

2.4 States such as Brazil, Colombia, Guyana, Panama, and Uruguay operate with ADS-B, and the other SAM States are in very advanced stages of implementing it or approving its operational use in other cases where it has already been incorporated.

2.4 In summary, and in compliance with GREPECAS Conclusions 21/11 and 21/21, the NACC and SAM Regions continue the coordinated implementation of ground-based and satellite-based ADS-B, and the respective tools for obtaining KPIs, evaluating coverage, redundancies and data quality.

2.5 The initiative is led to improve a cooperative surveillance framework, strengthening the capacity for data exchange and correlation between States surveillance systems, which in turn contributes to a progressive reduction in coverage gaps and a sustained increase in operational safety in the Region.

3. Suggested Actions

3.1 The Meeting is invited to:

- a) Take note of the progress made by the CAR and SAM Regions in implementing the GREPECAS Conclusions related to ADS-B surveillance, including the development of regional tools for assessing the coverage, quality and availability of surveillance data.
 - b) Support the development ADS-B tool project, as exposed in paragraph 2.1;
 - c) Recognise the positive impact of interregional cooperation in strengthening cooperative surveillance, reflected in the reduction of coverage gaps and improved operational safety;
 - d) Support the continuity of joint CAR/SAM technical activities during 2026 aimed at strengthening ADS-B surveillance, including the use of performance KPIs; and
 - e) Recognise the importance of GNSS resilience as a critical element for the continuity of ADS-B surveillance services, in line with the conclusions and guidance issued by the latest ICAO Assembly.
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APPENDIX A**FOLLOW-UP TO CONCLUSIONS AND ACTIVITIES SURVEILLANCE (CAR/SAM)**

Technical Area	Associated GREPECAS Conclusions	Title/Activity	Purpose and Description	Expected Impact	Level of Compliance	Forecast/Horizon	Follow-up/Observations
Surveillance (ADS-B)	21/11 and 21/21	Development and implementation of the regional ADS-B Tool	Assess the coverage, redundancy, and quality of terrestrial and satellite ADS-B data, integrating multiple cooperative surveillance sources to strengthen cooperative surveillance.	Improving cooperative surveillance and reducing coverage gaps.	ongoing	2026	Integration of ADS-B and radar sources; progressive integration of surveillance KPIs with regional ATM and ATFM processes; use of indicators for operational performance analysis and decision-making support, in line with SAM/IG/33; implementation of CONOPS ADS-B SAM 2025–2035.