



ICAO

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North American, Central American and Caribbean Office

WORKING PAPER

NACC/WG/AGA/TF/4 — WP/03
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Fourth North American, Central American and Caribbean Working Group (NACC/WG) Aerodromes and Ground Aids (AGA) Implementation Task Force Meeting (NACC/WG/AGA/TF/4)

Virtual Phase: 30 June – 18 August 2026
Mexico City, Mexico, 19 - 21 August 2026

Agenda Item 2:	Review of Outcomes of Relevant Meetings
2.2	GREPECAS & NACC Working Group
2.3	RASG-PA

GREPECAS/23 AND RASGPA15 SUMMARY OF DISCUSSIONS ON AERODROME AND AIRPORT OPERATIONS (AGA/AOP)

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This working paper presents a summary of the discussions held under AGA/AOP-related items during the meetings. It reflects the main issues raised by participants, including progress made by States, common challenges, and areas where further support and harmonization are required.	
Action:	Action by the meeting is in paragraph 5.
Strategic Goals:	• Every Flight Is Safe and Secure • Aviation Delivers Seamless, Accessible, and Reliable Mobility for All • No Country Left Behind
References	• Summary of discussions GREPECAS/23

1. Introduction

1.1 The Twenty-Third Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/23) was held in two phases: one as an asynchronous virtual session from 19 January to 17 February 2026; and the second as an in-person session held at the offices of CIIASA/SENEAM in Mexico City, Mexico, from 4 to 6 March 2026.

1.2 The Fifteenth Meeting of the Regional Aviation Safety Group – Pan America (RASG-PA/15) was held in two parts: one as an on-line asynchronous session from 19 January to 12 February 2026; and the second session as an in-person meeting, hosted by Servicios a la Navegación en el Espacio Aéreo Mexicano (SENEAM) and held at the premises of Centro Internacional de Instrucción de Aeropuertos y Servicios Auxiliares (CIIASA) in Mexico City, Mexico, from 2 to 4 March 2026.

1.3 The Fifth Joint Meeting GREPECAS–RASG-PA (GREPECAS–RASG-PA/5), included under Agenda Item 3 of the RASG-PA/15 meeting, was a joint session of the Plenary meetings of the RASG-PA and the GREPECAS, held in person in the morning of 4 March 2026 in the same venue of the RASG-PA/15 meeting

2. AGA / AOP related matters in the meeting

GREPECAS

2.1 Under GREPECAS/23, Agenda item 5 on Assembly 42nd Results; Matters Concerning Air Navigation Initiatives and Agenda item 7 on GREPECAS Work Programme and Projects included topics related to AGA/AOP initiatives.

2.2 Referring to WP/5.4 presented by Secretariat, the discussion demonstrated broad support for the information presented and the proposed actions related to aerodrome certification, runway safety, infrastructure resilience, and preparedness for the future implementation of the new SARPs on Obstacle Limitation Surfaces (OLS). Comments were provided by Argentina, Aruba, Belize, Brazil, Chile, Costa Rica, Ecuador, Guatemala, Guyana, Panama, Uruguay, Venezuela, the United States of America, France, and ALTA, all of which acknowledged the WP and expressed alignment with its objectives, while highlighting ongoing national or regional regulatory activities and the relevance of a coordinated regional approach.

2.3 The Meeting emphasized the importance of capacity building, inspector training, and harmonized, risk-based implementation of the new OLS SARPs, and encouraged continued ICAO support through regional workshops, training courses, and guidance material. In addition, IATA expressed support for the initiatives outlined in the WP and underscored the need to avoid unnecessary operational impacts through coordinated and proportionate mitigation measures, while France offered to contribute through training activities, particularly in the area of aerodrome Safety Management Systems (SMS). The Secretariat took note of these interventions to confirm that regional activities and follow-up actions will be pursued in coordination with the relevant GREPECAS bodies.

RASG-PA

2.4 In addition, under RASG-PA15, agenda item 6 on Status of RASG-PA Safety Improvement Projects and Initiatives, introduced topics related to the implementation of Runway Safety Teams.

2.5 Under WP/15, the Meeting evaluated the implementation of local RSTs. The paper identified the status of these teams at international aerodromes and highlighted the need for improved effectiveness monitoring. The Secretariat emphasized that RSTs remain a key multidisciplinary tool for mitigating runway-related risks.

2.6 Member States shared national updates and confirmed their commitment to expanding RST implementation. United States and ALTA underscored that these teams provide a low-cost, high impact solution when supported by data-driven performance metrics. Panama and Venezuela highlighted their alignment with ICAO guidance and the use of regional assessment tools.

2.7 The Meeting urged States to prioritize the establishment of collaborative RSTs at all remaining international airports. The Meeting also requested Civil Aviation Authorities to gather evidence of implementation and report it to the ICAO Regional Offices. Airport operators should use the RASG-PA tool to verify the effectiveness of existing teams.

2.8 Other related working papers were presented by CARSAMPAF on wildlife hazard management activities.

3. Analysis

3.1 Based on the discussions by both meetings, a summary by topic is shown below:

Runway Safety and Aerodrome Risk Mitigation

3.2 Both meetings reaffirmed runway safety as a key regional priority through the continued implementation and expansion of Runway Safety Teams (RSTs).

- Progress on the CAR/SAM Runway Safety Teams project was reviewed, including its integration within broader RASG-PA/GREPECAS coordination mechanisms.
- States highlighted the need to:
 - Enhance effectiveness monitoring of RSTs, including performance tracking.
 - Extend RST implementation to all international aerodromes.
 - Use data-driven safety assessments and regional tools to measure impact.
- Stakeholders proposed aligning RST outputs with global initiatives such as:
 - Global Action Plan for the Prevention of Runway Incursions (GAPPRI)
 - Stabilized approach initiatives under GREPECAS projects (e.g., NEOSPACE/APTA).

3.3 Additionally, a broader evolution of safety teams was discussed, suggesting a transition beyond traditional RSTs toward integrated aviation safety teams (e.g. CAST/BCAST models).

Wildlife Hazard Management and Bird Strike Risk

3.4 Wildlife hazard emerged as a significant aerodrome safety issue in the region:

- Bird strike rates in the LATAM-CAR region were reported higher than the global average, with concentration near environmentally sensitive airports (wetlands, mangroves, forests).
- Critical operational impact:
 - Highest occurrence during approach and departure phases.
 - Potential for aircraft damage and engine failure.

3.5 Recommended actions included:

- Implementation of wildlife hazard management programmes at airports
- Strengthening reporting and data collection mechanisms
- Establishing a regional coordination mechanism or task group

3.6 GREPECAS confirmed the relevance of this issue for both safety and air navigation domains, reinforcing the need for **joint RASG-PA/GREPECAS coordination**.

Aerodrome Certification, Infrastructure and OLS Implementation

3.7 Under GREPECAS, aerodrome regulation and infrastructure received strong attention:

- States supported actions related to:
 - Aerodrome certification and infrastructure development
 - Implementation of new Obstacle Limitation Surfaces (OLS) SARPs
- Emphasis was placed on:
 - Capacity building and inspector training
 - Adoption of risk-based implementation approaches
 - Harmonized regional support through ICAO guidance and training programmes

3.8 The discussions confirmed the importance of aligning aerodrome development with:

- Safety Management Systems (SMS)
- Resilience and future infrastructure needs

Aerodrome-Related Risks within GASP 2026–2028

3.9 RASG-PA highlighted that the updated Global Aviation Safety Plan introduces aerodrome-related risks as a distinct safety priority area, alongside other operational risks.

3.10 Furthermore:

- Regional monitoring identified stagnation in GASP implementation indicators, including those related to:
 - Aerodromes
 - Air navigation services
- This led to a call for:
 - Enhanced monitoring mechanisms
 - Targeted implementation support for AGA domains

Airport and Airspace Capacity, Infrastructure and KPI Development

3.11 GREPECAS discussions also addressed aerodrome capacity and performance monitoring:

- Development of a regional framework for GANP Key Performance Indicators (KPIs) includes:
 - Airport peak capacity
 - Airport peak throughput
 - Operational efficiency indicators linked to airport processes
- A broader infrastructure gap analysis initiative was proposed to:
 - Assess aerodrome and ground infrastructure needs

- Support future traffic growth and operational efficiency
- Enable data-driven investment planning

3.12 This reflects increasing attention to airport system performance as part of the air navigation ecosystem.

Airport Operational Safety Interfaces

3.13 Additional relevant AGA/AOP topics discussed include:

- Ground handling safety oversight:
 - Reference to emerging regulatory frameworks (e.g. EU model) requiring SMS implementation and risk-based supervision
- Non-ILS aerodrome operations risks:
 - Issues such as altimeter setting errors in RNAV BARO-VNAV approaches at non-ILS airports were identified as emerging safety concerns
- Performance-based navigation (PBN) and aerodrome interfaces:
 - Need for coordination between runway safety and stabilized approach initiatives

4. Conclusions

4.1 The outcomes from RASG-PA/15 and GREPECAS/23 show a clear shift toward a more integrated, data-driven and harmonized approach to aerodrome safety, characterised by:

- Expansion and strengthening of Runway Safety Teams and runway risk mitigation frameworks
- Increased focus on wildlife hazard management as a regional airport safety priority
- Strong emphasis on aerodrome certification, infrastructure resilience and OLS implementation
- Recognition of aerodrome-related risks within global safety planning (GASP)
- Growing importance of airport performance, capacity and KPI-based monitoring
- Need for enhanced regional coordination between safety (RASG-PA) and air navigation (GREPECAS)

5. Suggested actions

5.1 The Meeting is invited to:

- Take note of the contents of this working paper and comment on activities that could be implemented under the new reviewed AGA programme for the CAR region.