Agenda item 5: 2026 work plan. Organization of the SAM/IG and Contributing Bodies

PROGRESS IN THE AREA OF AERODROMES AND GROUND AIDS (AGA): FORMATION OF THE AGA GROUP, RESULTS OF THE KPI WORKSHOP AND ACTIVITIES 2026

(Prepared by the Secretariat)

SUMMARY

This paper informs the Meeting of the progress made in the area of Aerodromes and Land Aids (AGA), in compliance with paragraph c) of Conclusion SAM/IG/33-07. The formation of the AGA Group and the development of its first virtual meeting, held on June 1, 2026; the results of the GANP KPI Workshop relevant to the area of aerodromes (Rio de Janeiro, 3-7 August 2026); and the activities of the AGA area foreseen in the 2026 plan of the RLA/06/901 Project, in particular the RAC/SAM Workshop on the effects of climate change on airport infrastructure and resilience to extreme weather events (Panama, week of September 21, 2026), the Workshop on Surface Operations and Apron Management Services, in coordination with the NACC Regional Office and the TCCA (tentative date: November 2026), the webinar on airport planning scheduled for October 2026 and the development of the guide and checklist of the Basic Constituent Elements (BBB) of the AGA area, whose work begins on September 7, 2026. The Meeting is invited to take note of the progress made.

References:

- Report of SAM/IG/33 – Agenda Item 5 (Conclusion SAM/IG/33-07 and Action SAM/IG/33-21)
- SAM/IG/33-NE/5.1 – Proposal for the creation of an Aerodrome and Ground Aid Implementation Group under the structure of SAM/IG
- SAM/IG/34-NE/5.2 – Proposal for Regional Collaborative Work for the Implementation of Airport Efficiency Programs
- RCC/20 Report – Project RLA/06/901 2026 Activity Plan and Budget
- Global Air Navigation Plan (GANP, Doc 9750)
- CAR/SAM Regional Plan for Air Navigation (RANP, Doc 8733)
- Informe del GREPECAS/22 y Proyecto B2 – Improvement of Airport Surface Operations
- Report of the GANP KPIs Workshop relevant to the area of aerodromes (Rio de Janeiro, August 3-7, 2026)

1. Background

1.1 SAM/IG/33 considered paper NE/5.1, submitted by the Secretariat, and adopted Conclusion SAM/IG/33-07, by which the SAM States approved the creation of a Group to address the issues of airfield capacity and efficiency and ground aids (AGA), as part of the working structure of the SAM/IG and under the support of Project RLA/06/901.

1.2 This Conclusion established that the Secretariat: a) convene the formation of the Group before December 2025; (b) schedule the kick-off meeting and adoption of the Group's documents prior to SAM/IG/34; and (c) report to SAM/IG/34. This paper addresses this last paragraph and reports the status of the first two.

1.3 SAM/IG/33 also agreed that the name and acronym of the Group would be defined by the Group itself at its first meetings, in response to comments made on the originally proposed name. Action SAM/IG/33-21 contains the definition of the name, the terms of reference and the initial work plan.

1.4 Within the framework of RCC/20, the proposal for the use of the budget of Project RLA/06/901 for the year 2026 was presented, incorporating activities in the AGA area without requiring additional contributions from the States and without affecting the attention of the initiatives of the other areas. The activities reported in this paper correspond to this plan.

1.5 Within the scope of GREPECAS, Project B2 – *Improvement of Airport Surface Operations* (November 2025 to November 2028) continues the approach agreed by GREPECAS/22 on *Apron Management Services* and SMGCS/A-SMGCS at selected aerodromes, and declares eight GANP KPIs among its monitoring indicators.

2. Analysis

Formation of the AGA Group and first virtual meeting

2.1 Pursuant to subparagraph (a) of Conclusion SAM/IG/33-07, the Secretariat called upon States to nominate their representatives to the Group. The call deliberately sought an expanded composition, not limited to aerodrome personnel of the Civil Aviation Authorities (CAAs), but also incorporating aerodrome operators, air navigation service providers and industry, in accordance with the scope envisaged in NE/5.1 of SAM/IG/33.

2.2 The first virtual meeting of the Group was held on June 1, 2026, with the participation of Argentina, Bolivia, Brazil, Chile, Colombia, Panama, Paraguay, Uruguay and Venezuela, as well as IATA. The composition achieved confirmed the objective of the call: together with the AAC aerodrome staff, representatives of aerodrome operators and the air navigation service provider participated, providing complementary perspectives on the capacity and efficiency of the infrastructure.

2.3 The meeting made it possible to: i) situate the work of the AGA area within the framework of air navigation planning, i.e. the GANP and its ASBU, the RANP CAR/SAM, GREPECAS and the SAM/IG, and the support of the RLA/06/901 Project; (ii) to confirm the gap that led to the creation of the Group, i.e., the limited historical participation of State aerodrome personnel in air navigation forums, despite the direct impact of airport infrastructure on the performance of the system; and (iii) to collect initial inputs from States and industry on the scope and programme of work of the Group.

2.4 In terms of scope, the meeting agreed to concentrate the Group's initial work on the airside, that is, from the parking position to the runway and vice versa, including the apron, parking positions and ground handling of aircraft, leaving the treatment of the landside and passenger processing for a later stage. It was emphasized, however, that the balance between runway system capacity and apron capacity constitutes a constraint on the capacity of the aerodrome, and that parking positions are therefore considered to be an inseparable part of the adopted scope.

2.5 The following were identified as priority work topics: the measurement and analysis of KPIs relevant to aerodromes; airport planning, including aerodrome master plans and their articulation with the State Civil Aviation Master Plan (CAMP); the management of obstacles, due to their impact on the efficiency of operations; and surface operations (SURF) and management services on the platform. It was also proposed to create ad-hoc groups to develop specific activities, including one dedicated to a regional airport efficiency program.

2.6 The meeting underscored the need to articulate the Group's work with GESEA and with the areas of the States responsible for reporting indicators, given that much of the data required comes from air traffic management, as well as to avoid duplication of existing regional mechanisms. It was also agreed to hold periodic virtual meetings and present the national initiatives to improve airport efficiency already underway in the Region.

Workshop on GANP KPIs relevant to the area of aerodromes

2.7 From August 3 to 7, 2026, the GANP KPI Workshop relevant to the aerodrome area was held in Rio de Janeiro, Brazil, an activity foreseen in the 2026 plan of Project RLA/06/901. The Workshop had four objectives: to have a regional guide for data collection and analysis; have a standardized periodic reporting format; establishing a regional baseline and roadmap for the AGA Group; and strengthening technical capacities in States.

2.8 The Workshop addressed nine GANP KPIs associated with the different sections of the operation at the aerodrome: KPI01 and KPI14 (departure and arrival punctuality), KPI02 and KPI13 (additional departure and arrival taxiing time), KPI09 (declared capacity), KPI10 (peak performance), KPI11 (flow efficiency), KPI21 (runway incursions) and KPI22 (runway excursions), presenting for each one its definition, its methodological variants and the required data inputs.

2.9 Four conclusions emerged from all the presentations: (i) all KPIs admit equally legitimate methodological variants, whether thresholds, basic or advanced variants, or inclusion criteria, so that the same indicator yields different values depending on the variant adopted, which conditions any regional comparison; ii) measurement needs to be accompanied by goals and baselines, a practice already consolidated in the safety management framework, with alert lines and action triggers, but still incipient in the indicators of capacity and efficiency; (iii) the data is generated and managed by separate entities, i.e. the aerodrome operator, the ANSP, the airlines, the accident investigation and the meteorological services; and iv) no KPI is read in isolation, since the works, the migration of demand to neighboring aerodromes, the weather and the fleet mix condition its interpretation.

2.10 It was found, therefore, that the main difficulty lies not in the calculation of the indicator, but in the acquisition, storage, processing, quality control and provision of the data, which comes from multiple sources, in multiple formats and with multiple forms of access. The presentations also illustrated the measurable cost of operational uncertainty, both in terms of additional fuel consumption on board and in additional time per flight, which reinforces the value of having reliable indicators as a basis for infrastructure and operational decisions.

2.11 The Workshop noted that the Region already has baseline implementations: Brazil has methodology, data sources, dashboards, historical series, and a consolidated goal framework; and Bolivia calculates seven of these indicators, through NAABOL in coordination with the DGAC, for the SLLP, SLVR and SLCB aerodromes. These experiences, as well as the experience of other States, provide a basis for regional work.

2.12 As a main result, the Workshop concluded that it is more useful to contribute to the already existing regional indicator mechanism, in which GADHOC defines the guidelines at the GREPECAS level and SAM/GI and GESEA operate regional consolidation, than to design a parallel instrument for the OGP area. On this basis, two proposals are submitted to GADHOC: a) the

alignment of the indicators, considering that KPI11 and KPI21, declared by Project B2 among its monitoring indicators, do not have a phase assigned in the GADHOC Action Plan, and that KPI22 deserves to be considered for its direct link with the strategic goal of operational safety of the GANP, without affecting Phase 1 currently underway; and b) a training proposal consisting of an asynchronous virtual course on GANP KPIs aimed at States and industry, with the support of DECEA, based on the ATM047 course, which has trained more than 300 people in nine States of the Region.

2.13 For its part, the AGA area contributes to the existing mechanism inputs and context that are its own. Firstly, the declared capacity, with its validity and the reason for each change, data of entirely airport origin on which KPI09, KPI10 and KPI11 depend, since without it the latter two have no denominator. Secondly, the recording of the context that explains the variation of the indicators, i.e. the works, the changes in the configuration of runways and taxiways, the condition of the surface, the visual aids and the SMGCS systems. And thirdly, the AOP-I and AOP-II Tables of the RANP CAR/SAM, which define the universe of aerodromes on which it is necessary to measure and whose call for updating is open.

Regional Airport Efficiency Program

2.14 Both the first virtual meeting of the Group and the KPI Workshop expressed the interest of States and industry in moving towards a regional airport efficiency program, taking as a reference the Brazilian Airport Efficiency Program, conducted by DECEA, which was disseminated to SAM/IG/33 through NE/4.8 and which that Meeting recommended to consider as one of the references for the work of the new Group. Support is being provided with DECEA for the preparation of two complementary products: the asynchronous virtual course on KPIs of the GANP referred to in paragraph 2.12 of this paper, and a guide for the implementation of airport efficiency programs.

2.15 Due to its scope and the decisions required of the Meeting, this topic is developed separately in paper NE/5.2, presented under this same Agenda Question, which proposes regional collaborative work for the implementation of airport efficiency programs in the States and aerodromes concerned, based on the aforementioned guidance.

Activities of the AGA area foreseen in the 2026 plan of the RLA/06/901 Project

2.16 RAC/SAM workshop on the effects of climate change on airport infrastructure and resilience to extreme weather events. The activity is scheduled for the week of September 21, 2026, in Panama. The Workshop will address the identification of the vulnerabilities of airport infrastructure to extreme weather events and adaptation and operational recovery measures, in line with the environment pillar and the resilience priority area.

2.17 Workshop on Surface Operations and Platform Management Services. The activity is in coordination with the NACC Regional Office and *Transport Canada Civil Aviation* (TCCA), with a tentative date of November 2026. The Workshop will provide direct support to the SURF workstream and management services on the platform (*Apron Management*) and the GREPECAS B2 Project, and the continuity of this line is expected through a second event proposed for 2027.

2.18 Webinar on airport planning, scheduled for October 2026. The activity will address airport capacity planning, aerodrome master plans and their articulation with the State Civil Aviation Master Plan (CAMP), in line with the priority issues identified by the Group at its first meeting and with the future availability of indicators as input for planning.

2.19 Monitoring of the Basic Constituent Elements (BBB) of the AGA area. The expert who will develop the guide and checklist for monitoring the implementation of the AGA BBBs has been selected, with the start of work scheduled for September 7, 2026. Once the development is

completed, it is expected to be disseminated online, in order to facilitate the States to self-diagnose and report on the status of implementation.

2.20 In addition, the activity plan includes the open call for applications for updating the AOP-I and AOP-II Tables of the RANP CAR/SAM, the result of which will be presented to the AGA Group for analysis.

Next steps

2.21 The Secretariat will convene the next meeting of the AGA Group, whose agenda will include the definition of its name and acronym, its terms of reference and its initial work plan, in accordance with Action SAM/IG/33-21, as well as the outlines resulting from the KPI Workshop and the formation of the ad-hoc groups that the Group deems necessary. Progress will be reported to SAM/IG/35.

3. Suggested actions

3.1 The Meeting is invited to take note of the progress made in the AGA area presented in this paper, in particular the formation of the AGA Group and its first virtual meeting, the results of the GANP KPI Workshop relevant to the aerodrome area and the activities foreseen in the 2026 plan of Project RLA/06/901, in compliance with paragraph c) of Conclusion SAM/IG/33-07.

END