



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

PROPOSAL FOR REGIONAL COLLABORATIVE WORK FOR THE IMPLEMENTATION OF AIRPORT EFFICIENCY PROGRAMS

(Prepared by the Secretariat)

SUMMARY

This paper proposes the development of a regional collaborative work for the implementation of airport efficiency programs in States and aerodromes that express interest and in which there is a need, to operate with levels of demand close to their declared capacity. The proposal takes as a reference the Brazilian Airport Efficiency Program, conducted by DECEA and disseminated to SAM/IG/33 through NE/4.8, and will be supported by a guide material whose preparation is in coordination with that institution. The paper describes the Brazilian model and its working method, establishes the correspondence between the measures that comprise it and the KPIs of the GANP relevant to the area of aerodromes – so that the same indicators are used to select the candidate aerodromes and to measure the results obtained – and proposes that the work be conducted through an ad-hoc group of the AGA Group, in coordination with GESEA and GADHOC.

References:

- SAM/IG/34-NE/5.1 – Progress in the area of Aerodromes and Ground Aids (AGA): formation of the AGA Group, results of the KPI Workshop and activities 2026
- Report of SAM/IG/33 – Agenda Item 5 (Conclusion SAM/IG/33-07 and Action SAM/IG/33-21)
- SAM/IG/33-NE/4.8 – Regional Webinar on Brazil's Airport Efficiency Program (April 23, 2025); recording available in the GESEA documentary space
- Report of the GANP KPIs Workshop relevant to the area of aerodromes (Rio de Janeiro, August 3-7, 2026)
- Global Air Navigation Plan (GANP, Doc 9750)
- Informe del GREPECAS/22 y Proyecto B2 – Improvement of Airport Surface Operations

1. Background

1.1 SAM/IG/33 considered NE/4.8, submitted by Brazil, regarding the regional webinar on the Airport Efficiency Program of that State, held on April 23, 2025 with the support of the Secretariat and IATA. The Meeting received the testimony of industry supporting the achievements of the Program, noted that it already serves as an inspiration for similar initiatives in other States of the Region and recommended that the experience of Brazil be considered as one of the references for the work of the Group created by Conclusion SAM/IG/33-07.

1.2 At its first virtual meeting, held on 1 June 2026, the AGA Group identified the efficiency of airport operations as one of its priority lines of work and proposed to set up, for its treatment, an ad-hoc group dedicated to a regional airport efficiency programme, with the participation of aerodrome operators, air navigation service providers and operators.

1.3 The GANP KPIs Workshop relevant to the aerodrome area, held in Rio de Janeiro from August 3 to 7, 2026, established the methodological guidelines for the measurement of the indicators of capacity, efficiency and safety on the runway, and confirmed the availability of consolidated regional experiences in the matter. The results of the Workshop are reported in NE/5.1 of this same Agenda Question.

1.4 Support is being provided with Brazil's DECEA for the preparation of two complementary products: an asynchronous virtual course on GANP KPIs and a guide for the implementation of airport efficiency programs. The latter constitutes the material basis of the proposal presented in this paper.

1.5 Several of the main international aerodromes in the Region operate with demand levels close to their declared capacity at the busiest hours, or will approach that condition in the medium term. The expansion of the infrastructure requires considerably longer maturation periods – studies, financing, environmental licensing and works – so it is necessary, in parallel, to make the best possible use of the existing infrastructure.

2. Analysis

Brazil's Airport Efficiency Program as a reference

2.1 The Program is organized into projects by aerodrome or set of aerodromes, called AGILE GRU (SBGR), AGILE Rio (SBGL and SBRJ) and AGILE Viracopos (SBKP), and into an ad-hoc operational efficiency group, created in February 2022, which serves other high-demand aerodromes in the country, including Brasília, Confins, Curitiba, Porto Alegre, Recife, Fortaleza, Salvador and Belém. The projects are conducted with an agile management methodology and in a collaborative decision-making environment that brings together the air navigation service provider, aerodrome operators, airlines and their associations, and aircraft manufacturers, with industry participation in the selection of aerodromes and the solutions to be implemented.

2.2 Solutions already implemented include segregated operations in visual weather conditions, the application of reduced separation minimums between aircraft using the same runway (RRSM), dependent parallel take-offs, independent simultaneous take-offs between two nearby aerodromes, converged runway operation and high runway occupancy intensity (HIRO) programmes, accompanied by measures to reduce runway occupancy time, take-offs from intersections and preferential runway concept.

2.3 The working method is as relevant as the solutions adopted. Each implementation is preceded by a simulator evaluation, staff training and the updating of aeronautical publications. The work is organized in successive phases, each with a defined objective, products, actions and responsible, and its monitoring is carried out through indicators gathered on a management dashboard, which allows the result of each phase to be verified before advancing to the next.

2.4 The premise of the Programme is that significant capacity and efficiency gains can be achieved in the short and medium term through operational and procedural measures, making better use of existing infrastructure, and that none of these measures is feasible without the joint participation of the aerodrome operator, the air navigation service provider and the operators. It is precisely this articulation that the AGA Group was created to promote.

Relationship to GANP KPIs relevant to the aerodrome area

2.5 The measures that make up an airport efficiency program are expressed directly in the indicators discussed in the KPI Workshop, which allows the same set of indicators to fulfill two functions: to identify where there is a gap that justifies the intervention and to measure the result effectively obtained. The following table presents this correspondence.

Program Action Measure or Line of Action	GANP KPIs impacted	Expected effect
Reduced runway occupancy time and high-intensity operations (HIRO)	KPI09, KPI10, KPI11	Greater number of movements per hour with the same infrastructure; better utilisation of declared capacity
Reduced separation minimums between aircraft using the same runway (RRSM)	KPI10, KPI11, KPI14	Fewer missed approaches and runway reassignments; Increased peak performance
Segregated operations under visual conditions, dependent parallel takeoffs, and independent simultaneous takeoffs	KPI09, KPI10	Increased capacity of the non-civil runway system
Take-offs from intersections and preferred runway concept	KPI01, KPI02	Reduced departure taxiing time and waiting at the waiting point
Management of the apron, parking positions and surface operations (SURF)	KPI02, KPI13, KPI11	Reduction of additional taxiing time to departure and arrival; Balance between runway and platform capacity
Signage, visual aids, SMGCS, and surface condition	KPI21, KPI22	Reduction of incursions and runway excursions, a necessary condition for any gain in capacity
Review and update declared capacity	KPI09 (and denominator of KPI10 and KPI11)	Statement that reflects the actual capacity available and allows the gap to be sized

2.6 Two consequences result from this correspondence. The first is that the selection of candidate aerodromes can be based on evidence: the relationship between peak performance (KPI10) and declared capacity (KPI09), together with flow efficiency (KPI11) at peak demand intervals, makes it possible to identify aerodromes operating close to capacity. The second is that the measurement of a baseline prior to the intervention is very important, since without it it is not possible to attribute the observed improvement to the measures adopted or to compare results between aerodromes in the Region.

2.7 This relationship also reinforces the contribution of the AGA area indicated in NE/5.1: the declared capacity, with its validity and the reason for each change, is a data that may have an airport origin without which the KPIs10 and KPIs11 lack a denominator, and the record of the works, of the configuration changes, The condition of the surface and the visual aids is what allows the variation of the indicators during the execution of a program to be correctly interpreted.

Proposal for regional collaborative work

2.8 It is proposed to develop a regional collaborative work aimed at enabling interested States and aerodromes to implement airport efficiency programs adapted to their reality, based on the guidance material to be developed. The work would be conducted by an ad-hoc group of the AGA Group, possibly with the support of Project RLA/06/901, and would be developed in coordination with GESEA and GADHOC, in order to take advantage of existing regional mechanisms in terms of indicators and avoid the creation of parallel instruments.

2.9 It is proposed that participation be voluntary and that the selection of aerodromes consider the following criteria: a) demand close to the declared capacity at the busiest times, verified

by the indicators indicated in the previous section; (b) State expression of interest and commitment by the aerodrome operator, air navigation service provider and operators to participate in a collaborative decision-making environment; c) availability of the data necessary to establish a baseline, or willingness to implement its collection; and d) preferably, aerodromes included in Tables AOP-I and AOP-II of the RANP CAR/SAM.

2.10 The role of the AGA Group and the Secretariat would be to provide guidance material and training, promote the exchange of experiences among participating States, maintain a regional view of the results achieved and report progress to the SAM/GI. The technical management of each program would remain in the respective State and at the respective aerodrome.

Indicative roadmap and resources

2.11 The following indicative sequence is proposed: by the end of 2026, completion of the guidance material, formation of the ad-hoc group and receipt of expressions of interest from States; during 2027, training through the virtual course on KPIs of the GANP, application of the guide in the first selected aerodromes and measurement of the baseline; and reporting on progress to SAM/IG/35 and subsequent meetings, as well as to GADHOC on indicators.

2.12 The initiative does not require additional input from States. Administrative and financial support corresponds to Project RLA/06/901, within the activities of the AGA area already contemplated in its plan, and the support of DECEA for the preparation of the guide material and the course is carried out through the contribution of experts from that State. The costs of participation of the local teams correspond to the ordinary activity of the entities involved in each aerodrome.

3. Suggested actions

3.1 The Meeting is invited to:

- a) take note of the content of this paper and, in particular, of the correspondence established between the measures of an airport efficiency programme and the KPIs of the GANP relevant to the aerodrome area;
- b) to support the development of a regional collaborative work for the implementation of airport efficiency programs, conducted by an ad-hoc group of the AGA Group with the support of Project RLA/06/901 and in coordination with GESEA and GADHOC, based on the guidance material in preparation with the support of DECEA of Brazil; y
- c) to invite States to express their interest in participating, to identify candidate aerodromes in accordance with the criteria set out in paragraph 2.9 of this paper and to designate appropriate focal points.

END