



Agenda Item 5A: Effectiveness of plans

**STRATEGY FOR THE FINAL PUSH FOR AERODROME CERTIFICATION IN THE SAM
REGION**

(Presented by Secretariat)

SUMMARY	
<p>This working paper presents an overview of the current situation of aerodrome certification in the SAM Region, identifying advances, challenges and opportunities. A strategy is proposed to reach 85% of certified aerodromes by the end of 2026 and 100% by 2027, aligned with the objectives of the SAMSP and the Santiago Declaration of the RAAC/17. Civil aviation authorities, industry, international associations and other stakeholders are invited to collaborate in the implementation of this strategy, sharing specific challenges, ideas for assistance and expressing interest in supporting concrete activities.</p>	
References:	
<ul style="list-style-type: none">➤ Annex 14 of the Convention on International Civil Aviation, Volume I - Aerodrome Design and Operations➤ Doc 9774 - Aerodrome Certification Manual➤ SRVSOP Strategic Objectives➤ SAMSP Objectives 2 and 6 2023-2025➤ Santiago Declaration of the RAAC/17	
ICAO Strategic Objectives:	<i>Safety</i> <i>Air Navigation Capacity and Efficiency</i>

1. Introduction

1.1 Aerodrome certification is a key element in ensuring the operational safety of civil aviation. As a standard set out in Annex 14 of the Convention on International Civil Aviation, it is a priority for States and is directly related to the objectives of the SAM Region Safety Plan (SAMSP).

1.2 In the RAAC/13 held in 2013, a first concrete commitment to the certification of aerodromes in the Region was established, with the inclusion in the Bogotá Declaration of the goal of certifying, by 2016, 20% of international aerodromes (from 8% certified in 2013).

1.3 The safety objectives of the SAM Region set out in the SAMSP 2023-2025, supported by the objectives set out in the GASP (ICAO Document 10004) are:

1. strengthening the security monitoring capacity of States;

2. implement SSP/SMS effectively;
3. to achieve the continuous reduction of operational safety risks;
4. increase collaboration at the regional level;
5. expanding the use of industry programs; and
6. ensure appropriate air navigation services and airport infrastructure to support safe operations.

1.4 In line with Goal 6, target 6.1 was established to maintain an increasing trend of States with air and airport navigation infrastructure that complies with the relevant ICAO standards.

1.5 Since 2012, the SAM Office, through SRVSOP has provided constant support to the Member States of the System to promote the certification of their international aerodromes. These actions have included the development of model regulations (LAR AGA), guidance material (advisory circulars and manuals), training activities for inspectors of the AACs and direct assistance in certification processes.

1.6 Other means of assistance and follow-up are also used by ICAO, through the CDI and SAM Office, to support SAM States that are not members of the SRVSOP.

1.7 With the efforts of the AACs of the States, and with the various forms of support provided by ICAO and the SRVSOP, the goal of 20% in 2016 was met, and after that most States have advanced in their certification programs, reaching 60% of certified international aerodromes to date.

1.8 However, it is proposed to move forward with a new commitment with the aim of ensuring that certification reaches at least all international aerodromes in all SAM States in the coming years.

2. Discussion

2.1 Current situation and progress

2.1.1 The table on Appendix presents the status of international aerodrome certification¹ in the SAM States at the end of January 2025.

2.1.2 Thanks to the efforts of the States, the Region has made significant progress over the past decade. From having only 8% of international aerodromes certified in 2013, it has reached 60% as of January 2025. However, there is still a long way to go to achieve the goal of having all international aerodromes certified.

2.1.3 This progress was made possible by the commitment of States to the activity of aerodrome certification, reflected in the following actions, among others, that were implemented since 2013 by most of the States:

- a) Change of laws and/or regulations to consider the certification obligation, at a minimum, of international aerodromes.
- b) Adjustments in the organization of AGA Offices or Departments to allocate personnel/equipment for aerodrome certification activities; and
- c) Training of AGA's technical staff for the certification of aerodromes, aligned with national regulations and corresponding guidance material.

2.2 Difficulties identified

¹ International aerodromes are those declared by the States in the Regional Air Navigation Plan (CARSAM RANP)

2.2.1 Despite the advances, SAM States face various difficulties that have limited the progress of aerodrome certification.

2.2.2 Some SAM States face various difficulties that have delayed the completion of 100% certification of their aerodromes. Through the assistance provided by the SAM Office and SRVSOP, the following types of difficulties were identified to advance or initiate the certification program in the States:

- a) Lack of qualified technical personnel in the AACs and aerodromes, or rotation of technical personnel with consequent loss of capacity due to a decrease in AGA personnel or due to a lack of training of new inspectors.
- b) Bureaucratic and lengthy procedures, which overlap or hinder the performance of technical procedures and analyses.
- c) Resistance to change at different organizational levels.
- d) Aspects of the governance of the AGA areas of the AACs and aerodrome operators, which do not sufficiently prioritize certification and, therefore, the allocation of resources, especially human resources (time dedicated), to carry out the processes.
- e) Cultural aspects of AGA's technical and managerial staff and their familiarity with the process, which make them believe that certification is more complex than it really is, and eventually impose unnecessary barriers to the process, especially when they face specific challenges at some aerodromes.
- f) Knowledge gap to deal with and deal with non-compliances identified during the certification process, in particular the conduct or analysis of safety assessments in support of exemption requests, both by the AAC and aerodrome operators.
- g) Disconnection between the processes of granting the operation/administration of aerodromes to private entities, with the obligations established in the regulations, especially certification.

2.3 Perception of the SRVSOP assistance program

2.3.1 A survey conducted in 2024 among CCA staff from SRVSOP Member States revealed some aspects of the perception of the Regional System assistance program for aerodrome certification:

- a) States with recent experience with the program showed greater familiarity and appreciation of its potential;
- b) Opportunities for improvement in the communication of program benefits and procedures were identified;
- c) It was considered a key point that the assistance provided is adapted to the regulations and context of each State;
- d) There is a high interest in continuing to participate and collaborate to strengthen the program.

2.4 Proposed Goal and Strategy 2025-2027

2.4.1 Considering that more than 10 years have passed since the Bogotá Declaration, and that there has been significant progress in the capacity of States to carry out aerodrome certification, it is considered that the SAM region could assume a more ambitious regional commitment in accordance with the level of maturity in these processes, establishing that 85% of certified aerodromes will be certified by the end of 2026, and 100% until the end of 2027.

2.4.2 To achieve these goals, the following strategy is proposed:

- a) Commitment by States to advance and conclude their certification programs, having this process as one of the priorities in their respective SSPs and managing to ensure that certification and the correction of possible deficiencies in infrastructure are explicitly considered in processes of transfer of the operation of aerodromes to private entities (new contracts or renewal of the concession/administration).
- b) Maintain and strengthen the assistance program through the SRVSOP or other mechanisms, seeking additional sources of financing since there is no longer an SRVSOP budget for new assistance of the type, starting in 2025.
- c) Develop training and dissemination events, aimed at both AAC and aerodrome personnel, to strengthen their technical capacities and raise awareness of the importance of certification.
- d) Improve communication about the tangible and intangible benefits of certification.
- e) To promote spaces for the exchange of experiences and good practices among the SAM States, so that the most advanced can support and motivate those who are starting the process.

2.4.3 By 2025, the SAM Office, through its Regular Program and the SRVSOP, is programming the following actions related to the implementation of aerodrome certification:

- f) SRVSOP – Continuation of certification assistance for Silvio Pettirossi International Airport, Asunción, Paraguay, initiated in October 2024;
- g) SRVSOP - Aerodrome Safety Assessment Workshop – NASO/NESO;
- h) SRVSOP – LAR AGA Application Course – GSI AGA 2
- i) Regular Program - Assistance for certification of ZANDERY/Johan Adolf Pengel Airport, Paramaribo/Suriname, still depending on availability of resources and agreement of the State.

2.5 Invitation to collaborate

2.5.1 Civil aviation authorities, industry, international associations and other stakeholders are invited to be active partners in the implementation of this strategy.

- a) Sharing difficulties, they have faced or are facing in their certification programs, or specific identified needs.
- b) By providing ideas on types of support and concrete activities that could be promoted by their organizations or in conjunction with other stakeholders.
- c) Expressing availability, interest and commitment to support the implementation of specific activities of the strategy, either with financial, technological and/or human resources.

3. **Suggested action**

3.1 The Meeting is invited to:

- a) Take note of the information submitted;
- b) To express the SAM States, the Authorities of other States and the entities of the industry in relation to the points mentioned in paragraph 2.5 of this Working Paper.
- c) Establish a commitment to certify 100% of international aerodromes by the end of 2027, achieving at least 85% by the end of 2026;
- d) Support the proposed strategy to boost aerodrome certification in the SAM Region.
- e) To urge States, aerodromes, international organizations and other stakeholders to actively collaborate in the implementation of this strategy; and

- f) To instruct the ICAO SAM Regional Office to coordinate follow-up actions and to present progress at the next RAAC.

- END -

APPENDIX

Status of international aerodrome certification in SAM States as of January/2025

State	# of International aerodromes (AOP Table) (1)	Representativeness in the SAM Region (%) (2)	# of Certified International Aerodromes (Jan/2024)	% certified to date (3)	Contribution for total SAM (%) (4)
Argentina	16	15%	5	31%	8%
Bolivia	3	3%	3	100%	5%
Brazil	29	28%	23	79%	37%
Chile	8	8%	5	63%	8%
Colombia	11	11%	6	55%	10%
Ecuador	4	4%	2	50%	3%
French Guiana	1	1%	1	100%	2%
Guyana	2	2%	2	100%	3%
Panama	6	6%	1	17%	2%
Paraguay	2	2%	0	0%	0%
Peru	8	8%	8	100%	13%
Suriname	1	1%	0	0%	0%
Uruguay	2	2%	2	100%	3%
Venezuela	11	11%	4	27%	6%
TOTAL	104	100%	62	60%	100%

- (1) AOP Table of the CARSAM Regional Air Navigation Plan
- (2) Representativeness of the number of international aerodromes, in percentage, in relation to the total number of international aerodromes in the SAM Region
- (3) The percentage of international aerodromes in a State (or in the SAM Region, in the last row) that were certified by the end of January 2025.
- (4) How much the State has contributed to the current certification situation in the SAM Region, considering the relationship, in percentage, of the number of certified aerodromes of the State with the total of certified international aerodromes of the Region.

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