



**GREPECAS Programmes and Projects Committee (PPRC) Third Virtual Meeting  
(ePPRC/03)  
Online, 22 – 23 July 2021**

**Agenda Item 2: GREPECAS Programs and Projects  
2.1 Reviewed GREPECAS Programmes and Projects**

**REVIEW AND STATUS OF AERODROME F PROGRAM PROJECTS FOR THE CAR AND SAM REGIONS**

(Presented by the Secretariat)

<b>EXECUTIVE SUMMARY</b>	
This paper presents the progress status of the Aerodrome F programme projects.	
<b>Action:</b>	Suggested actions are presented in Section 4.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> <li>• Air Navigation Capacity and Efficiency</li> <li>• Economic Development of Air Transport</li> </ul>
<i>References:</i>	<ul style="list-style-type: none"> <li>• GREPECAS / 18 Report</li> <li>• E-PPRC / 01 Report</li> <li>• E-PPRC / 02 Report</li> <li>• Regional Air Navigation Plan CARSAM</li> <li>• Global Air Navigation Plan (GANP)</li> <li>• GANP Portal</li> </ul>

**1. Introduction**

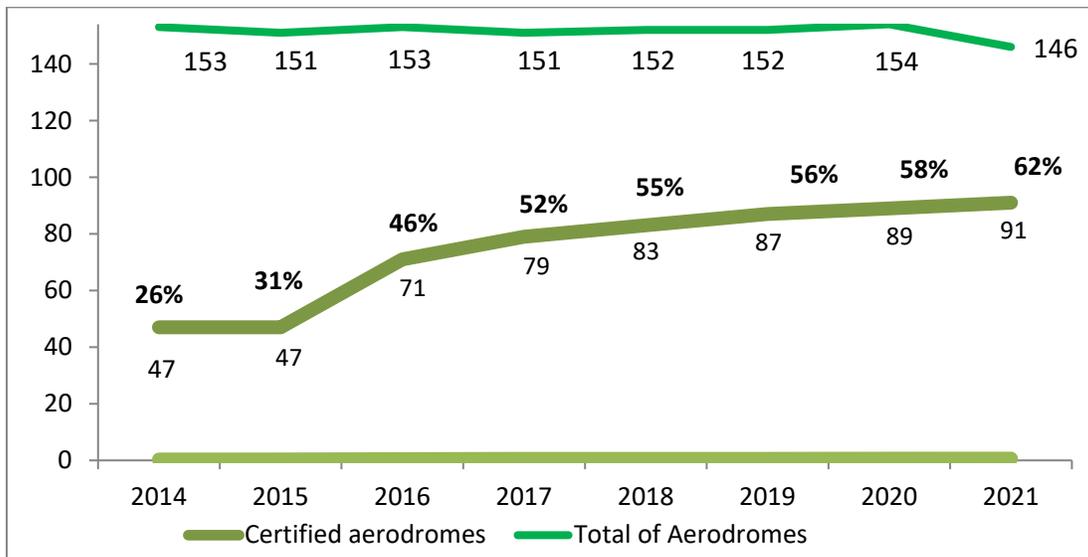
1.1 As a follow-up to the decisions emanating from the GREPECAS/18 and ePPRC/02 Meetings, the Aerodrome Program F carry out the following projects:

- a. Project F1: **Certification and Operational Safety of Aerodromes** focused mainly on the certification of international aerodromes and the implementation of runway safety teams, in line with the implementation of the BBB.
- b. Project F2: **Aerodrome planning** with the objective of supporting States in the establishment of master plans and procedures that guarantee adequate infrastructures for the development of the regional air navigation plan.
- c. Project F3: **Implementation of A-CDM** with the objective of supporting the harmonized and scalable implementation of Airport Collaborative Decision Making (part of ASBUS) in support of the ATM operational concept and the regional air navigation plan.

## 2. Status of Program F Projects for the CAR Region

### *Project F1: Certification and Operational Safety of Aerodromes*

2.1 The status of aerodromes certification in the CAR Region shows in 2021 a slight increase in the number of certified aerodromes, due to the fact that in the case of Mexico an aerodrome was certified at the end of 2020. Also, inform the meeting that the number of international aerodromes in the Air Navigation Plan was reduced to 146 aerodromes in the CAR region, following the requirement of the Bahamas to remove 8 of 10 international aerodromes in 2021. To date with the approval of the amendment proposal, in the CAR region There are 91 certified aerodromes, which represents 62%.



2.2 These are some aspects to highlight, among others, in the area of aerodromes:

- There are States that have not yet sent the certification plan for their aerodromes at the request of this NACC regional office (E.OSG - NACC84836 of 5 February 2021)
- There are civil aviation authorities that lack sufficient human resources, so they should consider forming a small group with an adequate combination of technical disciplines according to the size and scope of operations at their aerodromes, to carry out their functions and mandate.
- A good number of States do not use aeronautical studies or a risk assessment to justify a request for exemption or exception to aerodrome operators.
- Lack of SMS implementation for all aerodromes that receive international flights

2.3 As a consequence of the COVID-19 pandemic, some States have postponed the Certification plans for 2021, such is the case of Mexico that postponed the certification of 5 aerodromes for next year. It should be noted that, in the last 6 months, airports did cabinetwork with the aviation authorities and this regional office when required. It is expected that by 2025 the CAR regional will reach 85-90% of certified aerodromes.

2.4 Regarding the runway safety program, the figures have not changed in relation to the report of the previous meeting, however, assistance continues to be provided to States/aerodromes that are in the implementation process, with the terms of reference, checklist, among others. To date, 73 aerodromes have implemented the RST.

*Project F2: Aerodrome Planning*

2.5 The provisions related to the airport master plan that includes the new amendment 15 to Annex 14, Volume I will become effective on 3 November 2022. The NACC Regional Office is coordinating with the CAR states that have requested it, providing guidance and guidance in the preparation of said plans as well as their inclusion in the concession contracts, as is the case of Honduras in particular.

*Project F3: Implementation of A-CDM*

2.6 Following the e-CRPP / 02 meeting, the Secretariat proceeded to work together and with the support of some experts from States and Industry to update the guide to adapt it to the CARSAM context and introduce some improvements that would facilitate its implementation. The final result of this analysis is presented as the first version of the “Collaborative Decision Making Implementation Guide at Airport Level (A-CDM) for the CARSAM Regions”.

2.7 The A-CDM Implementation Guide will allow aviation authorities, together with their international aerodrome operators, to identify those aerodromes that would benefit from the use of it, either in new implementations or in ongoing implementations.

*Implementation Plan of the New Global Reporting Format (GRF) of the State of the runway surface*

2.8 As the meeting is aware, States and industry recommended to the ICAO Council to delay by one year the date of applicability of the amendments to various Annexes and the consequent amendments to the Procedures for Air Navigation Services (PANS), with an applicability date of 5 November 2020 to 4 November 2021.

2.9 In preparation for the next date of applicability, ICAO urges States to have a Global Reporting Format (GRF) Implementation Plan. In this sense, the NACC Regional Office asked the States to send their implementation plan in the format that was sent to them no later than 26 February 2021 (E.OSG - NACC848884 February 2021). To date, this NACC Regional Office received a response from only 5 States, so the States are urged to send their plans as soon as possible and notify headquarters of its progress, otherwise their status will appear on the GRF site of the headquarters as not implemented.

### **3. Status of Program F Projects for the SAM Region**

*Project F1: Certification and Operational Safety of Aerodromes*

3.1 In the SAM Region, the status of aerodrome certification shows that, out of a total of 104 international aerodromes, 48 aerodromes have been certified. Below is a graph of progress by year.

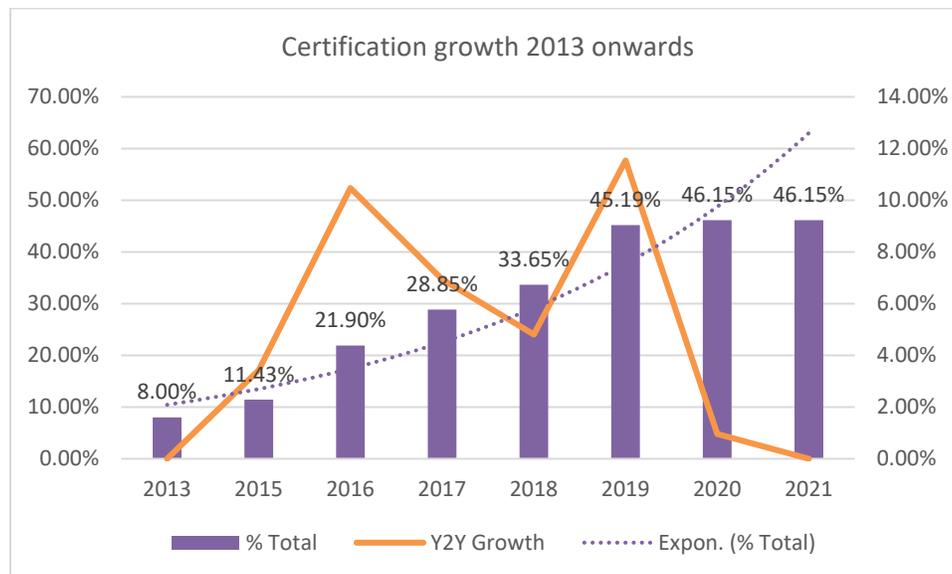


Figure 3.1: Certification of aerodromes in the SAM Region

3.2 With the COVID-19 pandemic, in some States the Certification processes had to be postponed. According to a survey applied to the States, the majority postponed the certification processes to 2022, while one State proposed to certify 7 aerodromes by the end of 2021. Another State is in the process of finalizing the certification of its second aerodrome (to achieve 100%), so it is expected that by the end of 2021 the figures will increase considerably.

3.3 According to the strategy of the SAM Region, it is expected that by 2025 the SAM States will be able to achieve the goal of certifying all their aerodromes, however, this will depend on the high-level decisions of the civil aviation authorities, the preparation of the personnel both from the regulator and the operator, and the advance of the COVID-19 pandemic.

#### *Project F2: Aerodrome Planning*

3.5 After the approval of the F2 project, the SAM Region focused its efforts with the support of SRVSOP on preparing a model LAR AGA regulation that includes the planning provisions set forth in amendment 15 to Annex 14 Vol. I. Said work was successfully completed and the updated version of the LAR AGA regulation can be located at <https://www.srvsop.aero>.

3.6 The work related to the preparation of guidance material has been delayed due to the postponement in the publication of the new document 9184 Aerodrome Planning by ICAO headquarters, which, in order to maintain alignment with global documents, was to serve as the basis for the preparation of a regional guide.

#### *Project F3: Implementation of A-CDM*

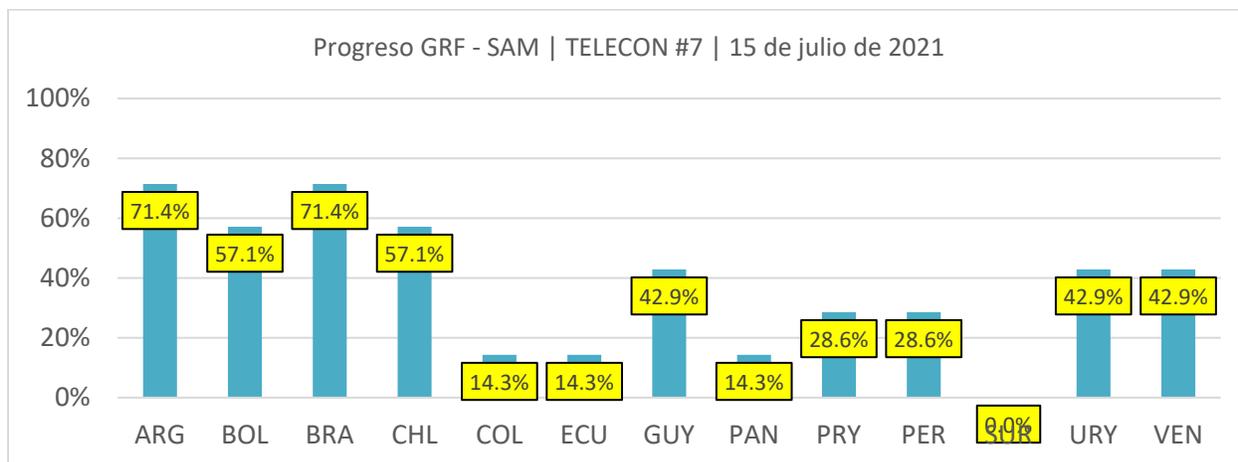
3.7 Regarding the implementation of A-CDM, the SAM Office worked together with the ICAO NACC office to publish the First Edition of the A-CDM Implementation Guide, which can be obtained at <https://www.icao.int/SAM/Pages/eDocuments-v18.aspx?area=AGA&cat=ACDM>.

3.8 Under the project for the preparation of Volume III of the regional plan, States are expected to adopt the A-CDM as one of the operational improvements to be implemented to achieve the expected

performance expectations. At the moment, the guide is expected to be implemented in a harmonized manner in ongoing implementations, such as in the case of several aerodromes in the CAR and SAM regions.

### *Runway Surface Status New Global Reporting Format (GRF) Implementation Plan*

3.9 Regarding the implementation of GRF (whose implementation date was postponed by the ICAO Council to 4 November 2021), the SAM Region as of June 2021 reports a progress of 37.4%. This activity is not part of GREPECAS projects, however, due to its impact on operational safety, States are called to take note of said implementation.



3.10 On a monthly basis, the SAM States report their progress to the SAM Regional Office, however, there are several States that have not been able to carry out the implementation milestones, so they are encouraged to work together with the industry to carry out the implementation.

## **4. Suggested Actions**

4.1 The Meeting is invited to:

- a) Take note of the information provided in this working paper;
- b) Send to the NACC and SAM regional offices respectively, the GRF implementation plans, the states that have not yet done so.
- c) Analyze Appendices A and B attached to this working paper;
- d) Comment on the project process, any challenges that States encounter and that may be included in the scope of the project; and
- e) Support the Projects by assigning specialists to carry out various project activities.

## APPENDIX A

## AERODROME SAFETY AND CERTIFICATION IMPLEMENTATION PROJECT – CAR REGION

CAR Region	PROJECT DESCRIPTION (PD)	PD N° F1	
<i>Programme</i>	Project Title	Start	End
<i>Aerodromes</i>  (Programme Coordinator: Jaime Calderon ICAO AGA RO)	<i>Aerodrome Safety and Certification Implementation Project</i>  <i>Project Coordinator: To be determined</i>	April 2018	July 2025
<b>Objective</b>	Assist States in the CAR Region in the review of aerodrome certification related documents with the objective of increasing the number of certified aerodromes in the CAR region. Also, increase the number of runway safety teams established for promoting the implementation of strategies to reduce the number of accidents and incidents related with the runway safety in a continuous basis.		
<b>Scope</b>	The scope of the project is to assist States in the CAPS resolution of USOAP's audit findings at aerodromes, with the aim of meeting regional targets, as well as developing specific needs based on their requirements and facilitating the certification of aerodromes, resolving deficiencies reported in the GANDD and maintaining continuous monitoring by civil aviation authorities.		
<b>Metrics</b>	<ul style="list-style-type: none"> <li>• Number of aerodromes certified per State</li> <li>• Percentage of aerodromes certified per Region</li> <li>• Number of AGA inspectors per State</li> <li>• State EI % in the AGA area</li> <li>• Number of RST established</li> <li>• Number of reported deficiencies in the GANDD</li> </ul>		
<b>Strategy</b>	<ul style="list-style-type: none"> <li>• <b>High level commitment to certify aerodromes:</b> Thru GREPECAS decisions, Directors of CAAs are encouraged to submit a certification plan for the next 3 years if they did do so, in order to facilitate follow-ups and contribute to Regional goal of increasing the number of aerodromes certified.</li> <li>• <b>Certification of aerodromes:</b> encompasses 4 main tasks: Provide guidelines/training to aerodrome inspectors, establishment of initial procedure for aerodrome certification and continuous oversight, development of certification manuals and issue of aerodrome certificates.</li> <li>• <b>Implementation of RST in aerodromes that have not yet implemented:</b> As part of the airport certification process, formally establish runway safety teams in aerodromes that have not yet implemented RST. Following its initiation the ICAO NACC Regional Office will continue to assist States/airports in the conformation of these teams following the ICAO reference material (some of them can be found in the ICAO NACC Regional Office website).</li> </ul>		

<p><b>Goals</b></p>	<ul style="list-style-type: none"> <li>• Continue supporting Mexico’s airport groups for the completion of the certification of the 20 remaining aerodromes based on an annual plan and deemed complete the certification by the end of 2023. The GAP airports group has finished with the certification of its 12 aerodromes under his administration.</li> <li>• Continue assisting States/airports to request, with the continuation of the certification of aerodromes, mainly those which have initiated the process such as: Bahamas, Belize, Costa Rica, Cuba, Dominican Republic, Guatemala, Honduras, Jamaica and the Caribbean of the East and reach 65% by end of 2022.</li> <li>• It has been provided guidelines and checklists in the NACC web site (e-documents: with examples of aerodrome manuals, checklist of content of the aerodrome manual, Runway Safety Team - Terms of Reference (ToRs) and Operations Recovery after the COVID-19 pandemic) to assist the States/airports in the certification process.</li> </ul>
<p><b>Rationale</b></p>	<ul style="list-style-type: none"> <li>• Based on 2017 statistics and ICAO USOAP results, in Latin America 57% of States have not established a process for the certification of aerodromes.</li> <li>• 77% of the States regulatory authorities do not count with enough human resources (including a proper combination of technical disciplines in accordance with the size and scope of the operations of the aerodromes in the State) to fulfil its functions and mandate.</li> <li>• 61% of States do not ensure that aerodrome manuals are reviewed periodically to check their amendment status and that the information contained in the manual remain correct.</li> <li>• 47% of States do not have a procedure in place to include subsequent amendments to the aerodrome manual to be reviewed and approved/accepted by aerodrome regulatory authority technical staff.</li> <li>• 47% of States do not ensure that aerodrome operators develop and implement aerodrome maintenance programmes.</li> <li>• 85% of States have not established a process to review the validity of using aeronautical studies or risk assessment.</li> <li>• 81% of States have not established and implemented a mechanism to assess the outcomes of the conduct of risk assessments or aeronautical studies.</li> </ul>
<p><b>Related Projects</b></p>	<p>To be determined</p>

Project Deliverables	Relationship with the regional performance-based plan (PFF)	Responsible	Status of Implementation <sup>1</sup>	Date of Delivery	Comments
The CAR region has 91 aerodromes certified, representing 62%	PFF CAR AGA 02	ICAO NACC /STATES	62%	2Q2021	The goal of 62% of certified aerodromes by 2021 has been reached. It is estimated to increase to 65% by 2022.
To date there are 73 aerodromes that have implemented the RST	PFF CAR AGA 02	ICAO NACC /STATES	70%	2Q2021	RST implementation has remained stable and is expected to increase by 10% by 2022
The "Restart of aerodrome Operations" iPack will be implemented in 6 states/airports in Central America and in OECS states to continue the process and certification of aerodromes	PFF CAR AGA 02	OACI NACC/Estados	60%	3Q2021	The iPack will be carried out in OECS states, Belize, Guatemala, Costa Rica, Honduras, El Salvador, to conclude the aerodrome certification process.
Follow-up on 20 airports that have begun the process of certification in the CAR region jointly with the civil aviation authority (Mexico, Belize, Bahamas, Costa Rica, Honduras and Guatemala, Cuba and Dominican Republic)	PFF CAR AGA 02	ICAO NACC /STATES	70%	INITIATED	The second aerodrome certified in Honduras (Roatan) was in November 2019. Mexico certified Cancun airport in 2020 and plans to certify 4 this 2021 It is expected to reach at least 65% of airfields certified in CAR this 4Q

<sup>1</sup> *Gray Task not started*  
*Green Activity in progress according to the schedule*  
*Yellow Activity started with certain delay, but its implementation will be on time.*  
*Red The implementation of the activity has not been achieved in the estimated period of time, it is necessary to adopt mitigation measures*

Project Deliverables	Relationship with the regional performance-based plan (PFF)	Responsible	Status of Implementation	Date of Delivery	Comments
Assistance to States to improve and increase the level of effective implementation in the field of aerodromes. Assistance was provided to Bahamas in anticipation of the USOAP ICVM which will receive in November 2021	PFF CAR AGA 02	ICAO NACC /STATES	70%	INITIATED	The assistance work continues. Bahamas expecting to receive ICVM in 4Q 2021
Development of templates and provision of guidance material for States to use in the certification process and resume operations.	PFF CAR AGA 02	ICAO NACC /STATES	90%	INITIATED	Guidance material was uploaded in the e-documents section of the ICAO NACC web site, including guidance and a checklist for resuming operations.
Follow-up to the implementation of runway safety teams and creation of new teams in those States/airports that still do not have the RST implemented.	PFF CAR AGA 02	ICAO NACC /STATES	70%	INITIATED	Continuing follow-up to México, Aruba, Honduras, Costa Rica y Antigua y Barbuda up to date.
GRF implementation plan by the states/airports in CAR	PFF CAR AGA 02	STATES	10%	INITIATED	The implementation plan was received from 5 states (USA, Canada, Nicaragua, Cuba, El Salvador and Costa Rica)
<b>Resources needed</b>	High-level commitment of each participating State. The appointment of counterparts by States (direct assistance) is required for the implementation of the above-mentioned activities. Access to State regulation, guidance, manuals, procedures, advisory circulars, and other best practices available				

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## APPENDIX B

## AERODROME PROGRAM PROJECTS - SAM REGION

SAM Region	PROJECT DESCRIPTION (PD)	DP N° F1	
<i>Program</i>	Title of the Project	Start date	End date
<i>Aerodromes</i> (Program Coordinator : Fabio Salvatierra RO AGA ICAO)	Operational Safety and Certification  <i>Project Coordinator: To determine</i>	April 2018	July 2025
<b>Objective</b>	Assist the States of the SAM Region in increasing the number of certified aerodromes and in the establishment of runway safety mechanisms (eg Runway Safety Teams) to face events related to runway safety at designated aerodromes.		
<b>Scope</b>	The scope of the project includes the identification of latent problems or obstacles in the aerodrome certification process, in order to better evaluate the States in compliance with regional goals and develop specific needs in relation to documentation, processes and procedures, development of guidelines, training, expert advice, best practices and data and information collection, to facilitate the initial certification of aerodromes and continuous surveillance.		
<b>Metrics</b>	<ul style="list-style-type: none"> <li>• Number of certified aerodromes by State</li> <li>• Percentage of certified aerodromes by Region</li> <li>• Number of AGA inspectors by State</li> <li>• Percentage of Effective Implementation by State in the AGA area</li> <li>• Number of RST (Runway Safety Team or Track Safety Teams) established</li> <li>• Number of deficiencies reported in the GANDD</li> </ul>		
<b>Strategy</b>	<ul style="list-style-type: none"> <li>• <b>High level of commitment to certify aerodromes:</b> Through GREPECAS decisions, the Directors of the CAAs are urged to present a plan to certify a minimum number of aerodromes per year in the next 3 years, in order to contribute to the regional goal of increasing certified aerodromes.</li> <li>• <b>Collection of data and information:</b> Through a cooperation mechanism (to be defined with the States and Industry partners), the Project will carry out a survey to collect data and define the level of maturity of the documentation / procedures available for compromise the initial certification of aerodromes.</li> </ul>		

	<ul style="list-style-type: none"> <li>• <b>Data and information analysis:</b> After collecting the data, this will allow the project specialists to do a gap analysis and define the required solutions (guidelines, documentation, the management of “RST Go-teams”, technical cooperation, seminars, workshops, etc.) following the Pareto principle.</li> <li>• <b>Establish sub-projects of the States (Certification Program (3 years) and Annual Plans):</b> The Project will then establish (with the support of the State specialists and under the coordination of the Program coordinator) sub-projects per State with a common methodology so that all the State certification programs can be monitored by the coordinator. of the Program. These sub-projects will develop, among others, the following tasks:             <ul style="list-style-type: none"> <li>– Analyze the high level of commitment and the resources available for the certification of aerodromes (in States and aerodrome operators).</li> <li>– Evaluate the State infrastructure and the aerodrome certification program to identify potential support from other Contracting State(s), RSOOs, international organizations or ROs.</li> <li>– Provide the States and the Project coordinator with a tool to measure improvement and identify possible obstacles.</li> </ul> </li> <li>• <b>Initial certification of aerodromes:</b> Consequently, as States implement their program, aerodromes will receive an initial certification so that the continuous surveillance phase can begin. This initial certification will be based on current conditions, with exceptions or alternate compliance methods, if necessary.</li> <li>• <b>Initial implementation of the RST for each designated aerodrome:</b> As part of the airport certification process, formally establish runway safety teams at each designated aerodrome, following common guidelines based on ICAO supporting documents.</li> </ul>
<p style="text-align: center;"><b>Goals</b></p>	<ul style="list-style-type: none"> <li>• Survey on the availability of documentation, procedures and competent personnel for the certification of aerodromes in the States. YE2017</li> <li>• Template of the regional aerodrome manual for the aerodrome certification process. YE2018</li> <li>• Guidelines of the Regional Runway Safety Teams for implementation based on best ICAO and industry practices. YE2019</li> <li>• Minimum regional aerodrome SMS requirements to apply to initial aerodrome certification. YE2018</li> <li>• “Modification of regional standards” or procedure in “operational safety cases” for aerodrome operators to present requests for exceptions and apply to an initial aerodrome certification. YE2019</li> <li>• 100% of States with a State Certification Program for a designated aerodrome. YE2019</li> <li>• %(to be defined by the SAM Plan) of international aerodromes with the initial certification completed. YE2020</li> <li>• %(to be defined by the SAM Plan) of States with sufficient competent aerodrome inspectors or with legal provisions and mechanisms to delegate to other entities (other States, RSOO's, etc.). YE2020</li> <li>• % (to be defined by the SAM Plan) of international aerodromes with established Runway Safety Equipment. YE2020</li> </ul>

<b>Justification</b>	<ul style="list-style-type: none"> <li>• In accordance with ICAO (Safety Report 2015 - USOAP CMA), almost 60 percent of the States in the world have not fully implemented the requirements for aerodrome certification. More than 50 percent of States have not established a comprehensive aerodrome certification process, including all the necessary assessments. In addition, almost 60 percent of the States have not established, within the framework of their certification process, a mechanism based on safety assessments, to review and accept the lack of compliance with the established requirements.</li> <li>• Likewise, more than 60 percent of the States do not ensure that their aerodrome operators have established and implemented integrated strategies, including Local Runway Safety Teams (LRST), for the prevention of runway incursions and other accidents and incidents in aerodromes.</li> <li>• In February 2018, the SAM Regional Office reached 30% of certified international aerodromes.</li> </ul>
<b>Related Projects</b>	<ul style="list-style-type: none"> <li>• TBD</li> </ul>

Project Deliverables	Relationship with the Regional Performance Based Plan (PFF) ASBU Modules	Responsible	Implementation <sup>1</sup> Status	Date of delivery	Comments
Survey of States on approved national regulations / procedures on aerodrome certification in order to establish a reference point in relation to documentation needs.	PFF SAM AGA 02	Program Coordinator	<b>100%</b>	2Q-2018	Finished Results of the survey sent to States were received by letter LT 10/2.1.1-SA247
Collect best practices from States to develop guidance material (templates) and incorporate it into the LAR AGA set	PFF SAM AGA 02	Program Coordinator	<b>100%</b>	2Q2020 YE2020	Started Under the umbrella of Project RLA99 / 901, the SRVSOP Technical Committee is working on a "Model Aerodrome Manual" to facilitate certification, in addition to updating the Model Aerodrome Inspector Manual and other proposed model manuals. e-PPRC03: available at <a href="http://www.srvsop.aero">www.srvsop.aero</a>

<sup>1</sup> Grey Task not started  
 Green Activity in progress according to the program  
 Yellow Activity started with a certain delay but would be arriving on time in its implementation  
 Red The implementation of this activity has not been achieved in the estimated period of time, it is necessary to adopt mitigation measures

Project Deliverables	Relationship with the Regional Performance Based Plan (PFF) ASBU Modules	Responsible	Implementation <sup>1</sup> Status	Date of delivery	Comments
					Oct 2020: The model is in its final review phase and could be available by the end of 2020
Review the survey results and prepare a plan at the Regional and State level to support the identified gaps.	PFF SAM AGA 02	Program Coordinator & SRVSOP TC	100%	CRPP/5 (2019)	In accordance with the acceptance of the Safety Plan for the SAM Region, the SAM Office together with the SRVSOP are in the process of preparing a detailed Regional plan. Oct 2020: there is a detailed regional plan, but for internal use in the Regional Office. In this NE, a proposal for certification goals by State was proposed under item 3.
Prepare methodology (procedures and templates) for States to submit their certification sub-projects.	PFF SAM AGA 02	Program Coordinator	100%	CRPP/5 (2019)	For PPRC / 5 a business case for a Technical Assistance Project is presented that would use part of the documentation used in past aerodrome certification tests. Oct. 2020: the methodology is being tested by the SRVSOP, under the certification test modality of the Calama airport in Chile. The project was offered to 2 States with difficulties for certification, however, due to the pandemic, efforts were suspended.
Go-Teams planning to support Initial Certification (with support from SRVSOP or other stakeholders)	PFF SAM AGA 02	Program Coordinator & SRVSOP TC	30%	YE2020	There is a request from one (1) State interested in a Go-Team to run between 2019-2020. Oct 2020: Go-Teams missions were suspended due to pandemic reasons. Efforts are being resumed in a virtual way.  e-PPRC03: A certification assistance is being carried out to Chile. One is planned for the end of 2021 for Argentina.

Project Deliverables	Relationship with the Regional Performance Based Plan (PFF) ASBU Modules	Responsible	Implementation <sup>1</sup> Status	Date of delivery	Comments
Prepare guidance material (in Spanish) for the creation of RSTs.	PFF SAM AGA 02	TBD	100%	PPRC/5 (2019)	Based on the ICAO RST Manual, the first edition of the SRVSOP Advisory Circular for RST was created and published, available at: <a href="https://www.srvsop.aero/circulares/ca-aga-153-010-implementacion-de-equipos-de-seguridad-de-pista-rst/">https://www.srvsop.aero/circulares/ca-aga-153-010-implementacion-de-equipos-de-seguridad-de-pista-rst/</a>
Prepare a plan to implement RSTs per designated airport.	PFF SAM AGA 02	TBD	40%	PPRC/6 (2020) 2021	Oct 2020: a survey was distributed to SAM States to measure the status of implementation of RST, which will serve as a baseline for actions.  e-PPRC03: a WP was prepared to push a project under RASGPA. Its mandate was approved and the follow-up project is being prepared. The date of the end of 2021 remains.
Runway Safety Planning Teams or RS Go-Teams (with the support of ICAO Headquarters, States, ACI and other partners / stakeholders)	PFF SAM AGA 02	TBD	0%	2020-onwards	Not started
<b>Needed resources</b>	High-level commitment from each participating State. Provision of counterparts in each State, in a Matrix Administration approach (sharing resources), for the project. The appointment of experts by the States (direct assistance) is required in the execution of some deliverables. Access to State regulations, guidance, manuals, procedures, advisory circulars and other best practices available.				

SAM Region	PROJECT DESCRIPTION (PD)		DP N° F2	
<i>Program</i>	Project Title		Start date	End date
<i>Aerodromes</i>  (Program Coordinator: Fabio Salvatierra RO AGA ICAO)	Airport Planning  Project Coordinator: To determine		July 2019	July 2025
<b>Objective</b>	Guarantee the adequate and sufficient aerodrome infrastructure in the States for the development of national and regional civil aviation, allowing the implementation of the Regional Air Navigation Plan.			
<b>Scope</b>	The project will be limited to the SAM States and will consider the international aerodromes (present and planned for the future) listed in the Regional Air Navigation Plan.			
<b>Metrics</b>	<ul style="list-style-type: none"> <li>• Number of States with National Airport System Plans.</li> <li>• Number of international aerodromes with updated Master Plans (&lt;5 years).</li> <li>• Number of States with at least one (1) specialist in airport planning.</li> </ul>			
<b>Strategy</b>	Implementation of the plan in 4 phases or "work packages": <ul style="list-style-type: none"> <li>• <b>A roadmap or guide</b> that States must endorse through the regional ANP, in order to address the airport infrastructure planning gap</li> <li>• <b>Guidance material</b> for States to support a collaborative consultation approach on airport planning</li> <li>• <b>Model regulation</b> on Annex 14 Vol. I new requirements for airport master planning so that States can harmonize with their local regulations</li> <li>• <b>Capacity building and knowledge transfer</b> to state and airport experts in the area of airport planning</li> </ul>			
<b>Goals</b>	<ul style="list-style-type: none"> <li>• States with National Plans for Airport Systems aligned or as part of the National Air Navigation Plan</li> <li>• International aerodromes with updated master plans and aligned with the National Plan</li> <li>• States with collaborative consultation mechanisms on airport planning</li> <li>• States with regulations that include aerodrome master planning elements</li> <li>• States with powers over airport planning (States with at least one (1) specialist in Airport Planning)</li> </ul>			

<b>Justification</b>	<ul style="list-style-type: none"> <li>In the SAM Region there is a lack of airport infrastructure capacity in many important hubs that has led to higher costs, saturation, delays, inefficiencies and loss of opportunities due to the lack of space to operate, thus acting against the common situation long-term, national and regional interest to take advantage of the benefits of growing air connectivity.</li> <li>According to ICAO Doc 9854, the main challenge for aerodrome operators will be to provide sufficient aerodrome capacity, while the challenge for the ATM system will be to ensure that all available capacity is used fully and efficiently.</li> </ul>
<b>Related projects</b>	<ul style="list-style-type: none"> <li>F3</li> </ul>

Project Deliverables	Relationship with the Regional Performance Based Plan (PPF) ASBU Modules	Responsible	Implementation <sup>2</sup> Status	Date of delivery	Comments
Survey to SAM States on Airport Planning		Program Coordinator	100%	2Q-2020	Finished Survey Report available at <a href="https://www.icao.int/SAM/Pages/ES/eDocuments-v18_ES.aspx?area=AGA">https://www.icao.int/SAM/Pages/ES/eDocuments-v18_ES.aspx?area=AGA</a>
Preparation of a roadmap or guide on airport planning aspects at the national and local level		Program Coordinator / Task Group (to be defined)	10%	4Q-2020 2Q-2022	Work started by Program Coordinator e-PPRC03: work delayed due to lack of resources.
Preparation of Guidance Material for States to support a collaborative consultation approach on airport planning		Program Coordinator / Task Group (to be defined)	10%	4Q-2021 2Q-2022	Reference research and baseline (survey) initiated e-PPRC03: work delayed due to lack of resources.

<sup>2</sup> Grey Task not started

Green Activity in progress according to the program

Yellow Activity started with a certain delay but would be arriving on time in its implementation

Red The implementation of this activity has not been achieved in the estimated period of time, it is necessary to adopt mitigation measures

Project Deliverables	Relationship with the Regional Performance Based Plan (PFF) ASBU Modules	Responsible	Implementation <sup>2</sup> Status	Date of delivery	Comments
Model regulation on Annex 14 Vol. I new requirements for airport master planning so that States can harmonize with their local regulations		Program Coordinator / SRVSOP (to be defined)	100%	4Q-2021	e-PPRC03: LAR AGA Regulation updated and available at <a href="http://www.srvsop.aero">www.srvsop.aero</a>
Capacity building and knowledge transfer to state and airport experts in the area of airport planning (course or seminar on airport planning)		Program Coordinator / External support / CIAC (to be defined)	0%	4Q-2025	
Inclusion in e-ANP (VOL III) of forecasts on Airport Planning		GREPECAS	10%	<del>2Q-2021</del> 2Q-2022	e-PPRC03: A proposal for the ANP is being worked on, but it depends on the progress of the VOL III works.
States prepare national plans aligned to the regional plan in aspects of Airport Planning		STATES	0%	4Q-2023	
States have National Airport System Plans.		STATES	0%	4Q-2024	
States with mechanisms to guarantee local master plans updated and aligned with national plans.		STATES / AERODROMES OPERATORS	0%	4Q-2025	

SAM Region	PROJECT DESCRIPTION (PD)		DP N° F3	
<i>Program</i>	<i>Project Title</i>		<i>Start date</i>	<i>End date</i>
<i>Aerodromes</i>  (Program Coordinator: Fabio Salvatierra RO AGA ICAO)	A-CDM Implementation  Project Coordinator: To determine		July 2019	July 2025
<b>Objective</b>	The main objective of the project is to support the implementation of the selected elements of A-CDM, as A-CDM has been globally identified as a way to increase capacity at the airport by increasing awareness of the situation of all stakeholders involved by exchanging information. that lead to a better collaborative decision-making process, especially during the change process at the airport.			
<b>Scope</b>	Selected aerodromes (high density or other parameter) of the SAM Region.			
<b>Metrics</b>	<ul style="list-style-type: none"> <li>• % of applicable international aerodromes that have implemented improved airport operations through the CDM-airport (applicable = high density) (measurement of phases by aerodrome)</li> <li>• GANP KPI01, KPI02, KPI10, KPI13, KPI14</li> </ul>			
<b>Strategy</b>	<ul style="list-style-type: none"> <li>• That States support the need to implement A-CDM element B0 / 1 at selected aerodromes.</li> <li>• Prepare Guidance Material to establish common rules and criteria for the exchange of information and the implementation of selected elements.</li> <li>• States endorse and implement regional guide to guarantee harmonization.</li> <li>• Implementation by aerodrome following 4 steps:                             <ul style="list-style-type: none"> <li>○ Information phase</li> <li>○ Analysis Phase</li> <li>○ Implementation Phase</li> <li>○ Operational Phase</li> </ul> </li> <li>• Direct assistance to start pilot projects at selected aerodromes, with the support of States, international organizations and experts in the field.</li> </ul>			
<b>Metas</b>	<ul style="list-style-type: none"> <li>• Uniform, harmonized but scalable application of the concept at the regional level</li> <li>• Integration to regional networks</li> <li>• Reduction of delays</li> </ul>			

	<ul style="list-style-type: none"> <li>Better utilization of existing capacity</li> </ul>
<b>Justification</b>	The A-CDM Project was approved at the 5th meeting of the PPRC (2019), therefore, the planning and actions of the project were just beginning with seminars in both regions. However, due to COVID-19 reasons, many of the congested airports (those where the full implementation of A-CDM would be applicable) have been affected in their traffic volume. However, the element of “information sharing” continues to be applicable and useful oriented to the situation of restarting and recovering operations upon their transition to normality.
<b>Related projects</b>	<ul style="list-style-type: none"> <li>F2</li> </ul>

Project Deliverables	Relationship with the Regional Performance Based Plan (PFF) ASBU Modules	Responsible	Implementation <sup>3</sup> Status	Date of delivery	Comments
Survey to States on the implementation of A-CDM	PFF SAM AGA 02	Program Coordinator	100%	3Q-2019	Finished Results of the survey sent to States were received by official letter SA5508. Survey report available at <a href="https://www.icao.int/SAM/Pages/ES/eDocuments-v18_ES.aspx?area=AGA">https://www.icao.int/SAM/Pages/ES/eDocuments-v18_ES.aspx?area=AGA</a>
First Edition of A-CDM Implementation Guide		Program Coordinator	100%	4Q-2020	Finished Presented to States in e-CRPP / 02 for their endorsement (first edition)  e-CRPP03: presentation of guide adjusted to CARSAM

<sup>3</sup>

*Grey Task not started*

*Green Activity in progress according to the program*

*Yellow Activity started with a certain delay but would be arriving on time in its implementation*

*Red The implementation of this activity has not been achieved in the estimated period of time, it is necessary to adopt mitigation measures*

Project Deliverables	Relationship with the Regional Performance Based Plan (PFF) ASBU Modules	Responsible	Implementation <sup>3</sup> Status	Date of delivery	Comments
Inclusion in e-ANP (VOL III)		GREPECAS	10%	<del>2Q-2021</del> 4Q-2021	e-PPRC03: In evaluation process but not started.
Implementation at selected aerodromes		States	20%	4Q-2025	To date (October 2020) 10 applicable aerodromes have been identified, which together have an implementation close to 20%. <b>e-PPRC03: same status</b>

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