



**GREPECAS Programmes and Projects Committee (PPRC) Fourth Virtual Meeting
 (ePPRC/04)
 Online, 21 – 22 April 2022**

- Agenda Item 2: Follow-up on the CAR/SAM Planning and Implementation Regional Group (GREPECAS) Programmes and Projects**
- 2.1 Reviewed GREPECAS Programmes and Projects (Aerodromes and Ground Aids (AGA), Air Traffic Management (ATM), Aeronautical Information Management (AIM), Communications, Navigation and Surveillance (CNS), Meteorology (MET) and Search and Rescue (SAR))

REVIEW AND STATUS OF AERODROME F PROGRAM PROJECTS

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This working paper presents an update on the progress of the Aerodrome F program projects and the follow-up carried out on the implementation of RST, GRF and master plans in the CAR and SAM regions.	
Action:	Suggested actions are presented in Section 4.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> • Air Navigation Capacity and Efficiency • Safety
<i>References:</i>	<ul style="list-style-type: none"> • eCRPP/03 Meeting Report

1. Introduction

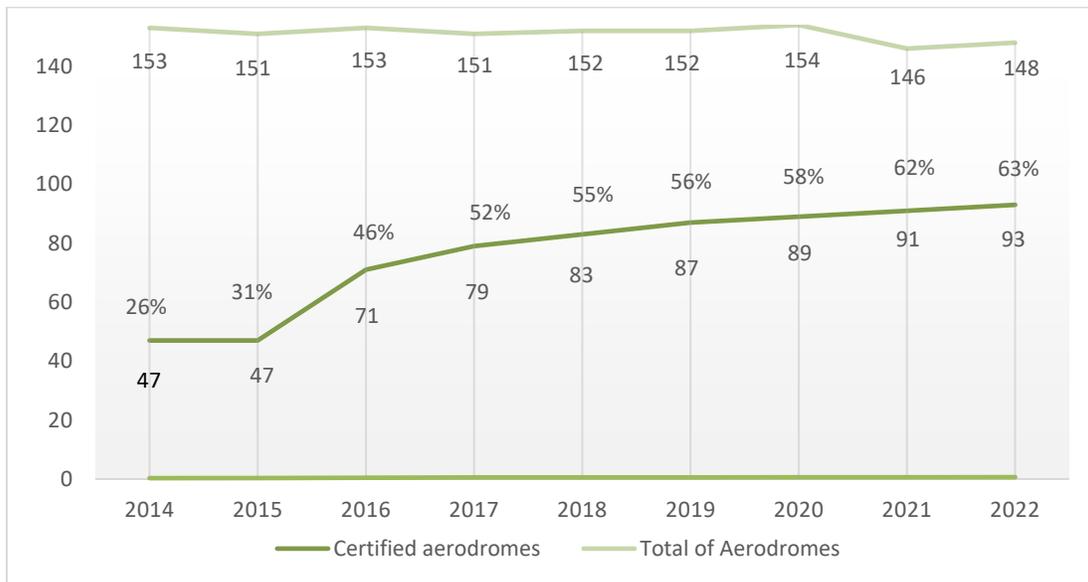
1.1 As a follow-up to the decisions emanating from the GREPECAS/18 and ePPRC/02 Meetings, the Aerodrome Program F carry out the following projects:

- a. Project F1: ***Certification and Operational Safety of Aerodromes***
- b. Project F2: ***Aerodrome planning***
- c. Project F3: ***Implementation of A-CDM***

2. Status of Program F Projects for the CAR Region

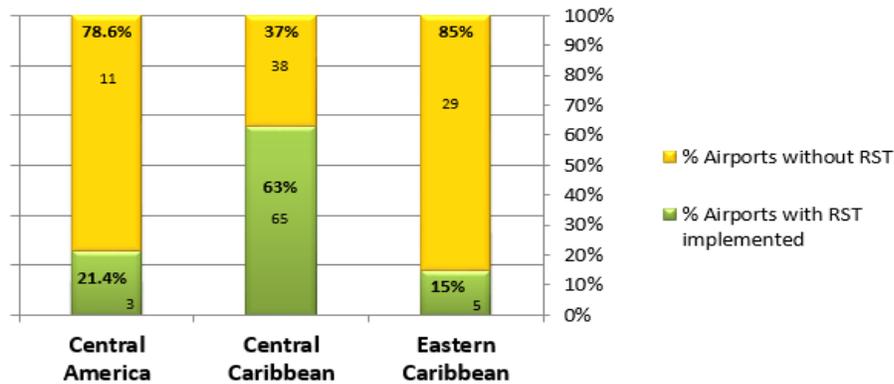
Project F1: Certification and Operational Safety of Aerodromes

2.1 The status of aerodrome certification in the CAR Region shows in 2022 a slight increase in the number of certified aerodromes, due to the certification of two aerodromes in Dominican Republic, in February 2022, adding 7 certified aerodromes from a total of eight international aerodromes. Likewise, the number of international aerodromes in the Air Navigation Plan in the CAR region increased to 148 with the inclusion of the international airports of Palmerola in Honduras and Felipe Angeles in Mexico. To date, there are 93 certified aerodromes, which represents 63%.



2.2 As a consequence of the current situation, some States continued with cabinet work between aviation authorities and their aerodromes, including this regional office when required, such is the case of Mexico, El Salvador and Guatemala, among others. It is expected that by 2025, 90% of certified aerodromes will be reached in the CAR region.

2.3 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

2.4 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 management and guidance in the preparation of said plans as well as a requirement in the concession contracts the elaboration of master plans.

Project F3: Implementation of A-CDM

2.5 Regarding the Implementation of Airport Collaborative Decision Making (A-CDM), in the CAR region those airports that require its implementation have been identified in a first phase so that later, in subsequent phases, others can be included.

2.6 It has been determined that for common problems confronting aerodromes, A-CDM is designed to alleviate, among others, inefficiencies in aircraft ground support, punctuality problems, lack of information transparency, congestion and inefficiencies in movement areas (taxiways, runways) and lack of good coordination between airport stakeholders. Even if an airport is small and these problems exist, an A-CDM process level will be very useful.

2.7 On the other hand, the exchange of information between stakeholders benefits any airport, not just those with high traffic and very busy. The open exchange of information between stakeholders creates a common situational awareness and enables smooth collaboration between units, thus improving operations at the airport.

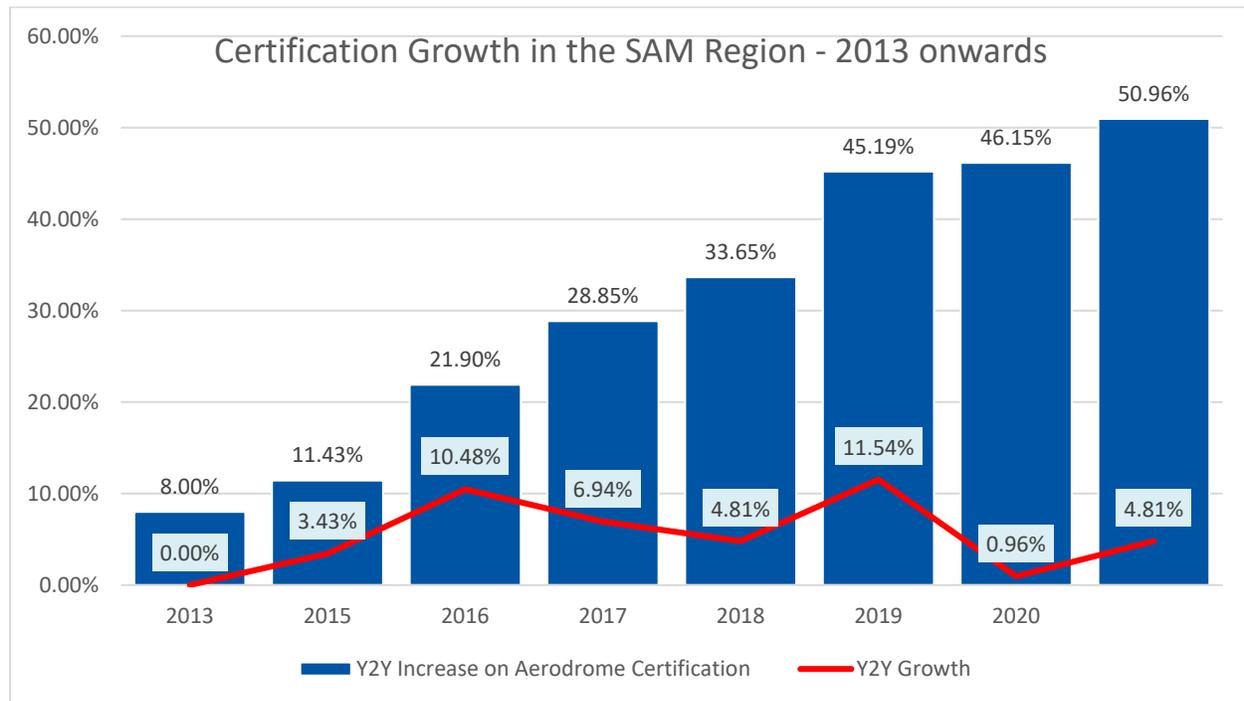
Implementation Plan of the New Global Reporting Format (GRF) of the State of the runway surface

2.8 Regarding the Global Reporting Format (GRF) Implementation Plan, currently the ICAO NACC Regional Office received responses from several States and the implementation progress reaches only 22% in the CAR region. In this regard, the ICAO NACC Regional Office has been working with the States/aerodromes that continue to require assistance. Due to the foregoing, it is reiterated that the States send their GRF implementation plans to this NACC Regional Office to notify headquarters of its progress; otherwise, the status will appear on the GRF site of the headquarters as not implemented.

3. Program F Projects implementation status for the SAM Region

Project F1: Aerodromes Certification and Operational Safety

3.1 In the SAM Region, the aerodrome certification status shows that, of 104 international aerodromes, 53 aerodromes have been certified. Below is a graph of progress by year:



2 Figure 3.1: Aerodrome Certification Growth in the SAM Region*

**Note: Revised as of February 11, 2022*

3.2 It should be noted that despite the COVID-19 pandemic, during 2021 Colombian managed to certify one aerodrome, Brazil 2, and Peru reached 100% certification of its aerodromes, achieving an important milestone by having another State with 100% of its aerodromes certified.

3.3 In accordance with the SAM Region strategy, SAM States are expected to achieve the goal of certifying all their aerodromes by 2025; however, this will depend on high-level decisions in the civil aviation authorities and the preparation of personnel by both the regulator and the operator. In this sense, it is important to highlight that for the year 2022 processes are being carried out in Argentina, Chile, Panama and Brazil; the processes in Chile and Panama assistance, and the process in Argentina, for this same year, with SRVSOP support.

3.4 Regarding the RST implementation, the region has advanced at a slower rate, despite the fact that the RST is part of the SMS process, which is a requirement for aerodrome certification. Under RASGPA, work is being done on a project to assist and monitor States with which the numbers are expected to change. Currently the implementation of RST is at 33.65%.

State	No. of Intl. aerodromes CAR/SAM ANP Vol. II	RST Implemented*	% RST in the State
Argentina	16	0	0%
Bolivia	3	3	100%
Brazil	29	16	55%
Chile	8	0	0%
Colombia	11	0	0%
Ecuador	4	1	25%
French Guiana	1	0	0%
Guyana	2	2	100%
Panama	6	1	17%
Paraguay	2	2	100%
Peru	8	8	100%
Suriname	1	0	0%
Uruguay	2	2	100%
Venezuela	11	0	0%
Total	104	35	33.65%

Table 3.1: RST Implementation in the SAM Region

Project F2: Aerodrome Planning

3.5 In relation to project F2, the SAM Region is planning an activity for the month of September, under the Regional Project RLA06/901 auspices, to promote and review some of the actions aimed at it. The information on said activity will be published under the address: <https://www.icao.int/SAM/Pages/MeetingsDocumentation.aspx?m=2022-RLA06901-APTPLAN2>

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

Project F3: Implementation of A-CDM

3.7 Regarding the A-CDM implementation, the SAM Office held a virtual State-Industry meeting in 2021 to capture feedback on the regional guide and new implementation challenges. It is expected that by 2022, with the inclusion of the new Project Coordinator proposed by PERU, support activities can continue in those airports that are under the implementation process, as well as prepare a regional methodology to measure A-CDM implementation progress.

3.8 Under the Regional Plan Volume III preparation project, States are expected to adopt A-CDM as one of the operational improvements to be implemented to achieve expected performance projections.

Runway Surface Condition New Global Reporting Format (GRF) Implementation Plan

3.9 Regarding the GRF implementation (whose implementation date was postponed by the ICAO Council to November 4, 2021), the SAM Region could not reach 100% implementation and continues to work on it. As of January 2022, a progress of 58% is reported, with the States of Argentina, Bolivia, Chile and Peru reporting 100% implementation. This activity is not part of the GREPECAS projects, however, due to its impact on safety, States are called upon to take note of said implementation.

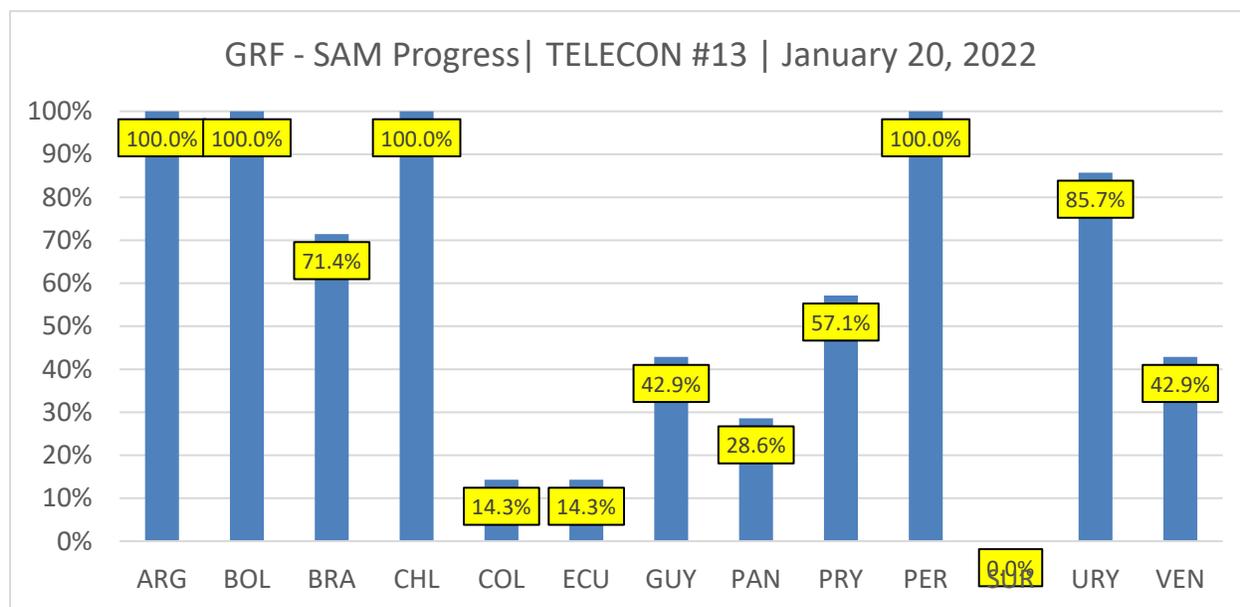


Figure 3.2: GRF Implementation requirements in the SAM Region

3.10 On a monthly basis, 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, for which they are encouraged to work together with the industry to carry out the implementation at brevity.

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 ICAO NACC and SAM Regional Offices, respectively, the GRF implementation plans, the States that have not yet done so,
- c. analyze Appendixes A and B to this working paper;
- d. comment on the projects processes, any challenges that the States encounter and that may be included in the scope of the project; and
- e. support the Projects by assigning specialists for the execution of various project activities.

APPENDIX A

AERODROME CERTIFICATION AND OPERATIONAL SAFETY PROJECT – CAR REGION

CAR Region	PROJECT DESCRIPTION (PD)	DP N° F1	
<i>Programme</i>	Project title	Starts at	Ends at
<i>Aerodrommes</i> <i>(Programme coordinator: Jaime Calderon RO/AGA ICAO)</i>	<p>Proyecto de Certificación y Seguridad Operacional de Aeródromos</p> <p><i>Project coordinator: To be determined</i></p>	April 2018	July 2025
Objective	Assist the States of the CAR Region in the revision of documents related to the certification of aerodromes with the objective of increasing the number of certified aerodromes in the CAR Region. Likewise, increase the number of runway safety teams established to promote the application of strategies aimed at reducing the number of accidents and incidents related to runway safety on an ongoing basis.		
Scope	The scope of the project consists of assisting States in the CAPS resolution of USOAP audit findings at aerodromes, in order to comply with regional goals, as well as develop specific needs based on their requirements and facilitate certification. of the aerodromes, the resolution of deficiencies reported in the GANDD and maintain continuous vigilance by the civil aviation authorities.		
Metrics	<ul style="list-style-type: none"> • Number of aerodromes certified by State • Percentage of aerodromes certified by Region • Number of AGA inspectors per State • Percentage of IE by State in the AGA area • Number of RST (Runway Safety Team or Track Safety Teams) established • Number of deficiencies reported in the GANDD 		
Strategy	<ul style="list-style-type: none"> • High level of commitment to certify aerodromes: Through GREPECAS decisions, CAA Directors that have not yet done so are urged to present a plan to certify their aerodromes that receive international operations for the next 3 years, in order to facilitate monitoring and contribute to the regional goal of increasing certified aerodromes. • Aerodrome Certification: the process comprises 4 main tasks: Provide orientation/training to aerodrome inspectors, establishment of the initial Aerodrome Certification process and continuous surveillance, preparation of the Certification manuals and granting of the Aerodrome Certification. • Implementation of RST for missing aerodromes: As part of the airport certification process, formally establish runway safety teams at aerodromes that do not yet have RSTs. In follow-up to what was initiated by this ICAO NACC Regional Office, States/airports will continue to be assisted in the formation of these teams following the ICAO reference material (some of them can be found on the ICAO NACC Regional Office website). 		

<p>Goals</p>	<ul style="list-style-type: none"> • Continue supporting the airport groups in Mexico to complete the certification of the remaining 20 aerodromes based on an annual plan and it is estimated that certification will be completed by the end of 2023. The GAP Airport Group has completed the certification of its 12 aerodromes. under his administration. • Continue assisting the States/airports upon request, with the continuation of the certification of aerodromes, mainly those that have started the process such as: Bahamas, Belize, Costa Rica, Cuba, Guatemala, Honduras, Jamaica Dominican Republic and the Caribbean of the This and reach at least 65% of certified aerodromes by the end of 2022. • Guidance material and checklists have been provided on the NACC website (e-documents: with examples of aerodrome manuals, aerodrome manual content checklist, Safety Equipment Terms of Reference (ToRs) Runway (RST) and Restart of Operations after the COVID-19 Pandemic) to support States/airports in the certification process.
<p>Justification</p>	<ul style="list-style-type: none"> • Based on ICAO USOAP statistics and results, in Latin America 57% of States have not established a process for aerodrome certification. • 77% of State regulatory authorities do not have sufficient human resources (including an appropriate combination of technical disciplines according to the size and scope of aerodrome operations in the State) to carry out their functions and mandate. • 61% of the States do not ensure that the aerodrome manuals are reviewed periodically to verify the status of their amendments and that the information contained in the manual remains correct. • 47% of the States do not have a procedure to incorporate subsequent amendments to the aerodrome manual for review and approval/acceptance by the technical staff of the regulatory authority. • 47% of States do not guarantee that aerodrome operators develop and implement maintenance programs. • 85% of states have not established a review process for the validity of the use of aeronautical studies or risk analysis that would justify an application for a waiver or exception. • 81% of the states have not established or implemented a mechanism to evaluate the results of conducting risk analyzes or aeronautical studies.
<p>Related projects</p>	<p>To be determined</p>

Deliverables of the project	Relationship with the Performance Based Regional Plan (PFF) and ASBU Modules	Responsible	Status of the implementation	Delivery date	Comments
To date, the CAR region has 93 certified aerodromes, of which 148 are international, which represents 63%	PFF CAR AGA 02	ICAO NACC/STATES	63%	1Q2022	63% of certified aerodromes have been reached for 1Q2022. It is estimated to increase to 67% by the end of 2022.
To date, there are 73 aerodromes that have implemented the RST	PFF CAR AGA 02	ICAO NACC/STATES	70%	1Q2022	RST implementation has remained stable and is expected to increase by 20% by the end of 2022
Implementation of the iPack “Reopening of Aerodrome Operations” in the remaining 5 states/airports of Central America	PFF CAR AGA 02	ICAO NACC/STATES	70%	1Q2022	The iPack was completed in Belize and 6 OECS states under ECCAA in 2021. It started in Guatemala, Costa Rica, Honduras, El Salvador in February 2022 to conclude in March 2022.
Monitoring of 20 airports that have started the certification process in the CAR region jointly with the civil aviation authority (Mexico, Belize, Bahamas, Costa Rica, Honduras and Guatemala, Cuba and the Dominican Republic)	PFF CAR AGA 02	ICAO NACC/STATES	75%	OPEN	Two aerodromes were certified in the Dominican Republic in January 2022. It is expected to reach at least 67% of aerodromes certified in CAR by 3Q2022.
Assistance was provided to the Bahamas and assistance continues to be provided to the states close to receiving the USOAP audit, such as Mexico, Barbados, Costa Rica, the Dominican Republic and El Salvador.	PFF CAR AGA 02	ICAO NACC/STATES	80%	OPEN	The work of assistance to Mexico, Costa Rica, Barbados, the Dominican Republic and El Salvador continues

Deliverables of the project	Relationship with the Performance Based Regional Plan (PFF) and ASBU Modules	Responsible	Status of the implementation	Delivery date	Comments
Preparation of templates and provision of guidance material for States to use in the certification process.	PFF CAR AGA 02	ICAO NACC/STATES	100%	ACCOMPLISHED	Reference guide material can be found on the ICAO NACC website in e-documents and information related to reopening operations and a checklist was added
Follow-up to the implementation of the Runway Safety Teams and creation of new ones in those states/airports that do not yet have the RST.	PFF CAR AGA 02	ICAO NACC/STATES	70%	OPEN	Without changes. Mexico, Aruba, Honduras, and Costa Rica continue to be followed up to date.
GRF implementation plan by states/airports in CAR	PFF CAR AGA 02	STATES	20%	OPEN	The implementation plan was received from 5 states (USA, Canada, Nicaragua, Cuba, El Salvador and Costa Rica). Assistance is provided to states that require it.
Required resources	High-level commitment from each participating State. The designation of experts by the States (direct assistance) is required for the execution of the aforementioned activities. Access to State regulations, guidance, manuals, procedures, advisory circulars, and other available best practices.				

APPENDIX B

AERODROMES PROGRAM PROJECTS - SAM REGION

SAM Region	DESCRIPTION OF THE PROJECT (DP)	DP N° F1	
<i>Programme</i>	Project title	Starts at	Ends at
<i>Airdromes</i> (Programme coordinator: Fabio Salvatierra RO AGA ICAO)	Safety and Certification <i>Project Coordinator: To be determined</i>	April 2018	July 2025
Objectives	Assist States of the SAM Region in increasing the number of certified aerodromes and in establishing runway safety mechanisms (e.g. Runway Safety Teams) to deal with events related to runway safety at designated aerodromes .		
Scope	The scope of the project includes the identification of latent problems or obstacles in the aerodrome certification process, in order to better evaluate 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.		
Metrics	<ul style="list-style-type: none"> • Number of aerodromes certified by State • Percentage of aerodromes certified by Region • Number of AGA inspectors per State • Percentage of IE by State in the AGA area • Number of RST (Runway Safety Team or Track Safety Teams) established • Number of deficiencies reported in the GANDD 		
Strategy	<ul style="list-style-type: none"> • High level of commitment to certify aerodromes: Through GREPECAS decisions, CAA Directors 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. • Collection of data and information: 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. • Data and information analysis: After collecting the data, this will allow the project specialists to carry out 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. • Establish State sub-projects (Certification Program (3 years) and Annual Plans): The Project will then establish (with the support of State specialists and under the coordination of the Program coordinator) sub-projects by State with a common methodology so that all State certification programs can be monitored by the Program coordinator. These sub-projects will develop, among others, the following tasks: 		

	<ul style="list-style-type: none"> - Analyze the high level of commitment and available resources for aerodrome certification (in States and aerodrome operators). - Evaluate the infrastructure of the States and the aerodrome certification program to identify potential support from other Contracting State(s), RSOOs, international organizations or ROs. - Provide the States and the Project coordinator with a tool to measure improvement and identify possible obstacles. <ul style="list-style-type: none"> • Initial certification of aerodromes: Consequently, as States implement their program, aerodromes will receive initial certification so that the continuous surveillance phase can begin. This initial certification will be based on current conditions, with exceptions or alternative compliance methods, if necessary. • Initial RST implementation for each designated aerodrome: As part of the airport certification process, formally establish runway safety teams at each designated aerodrome, following common guidelines based on ICAO supporting documents.
Goals	<ul style="list-style-type: none"> • Survey on the availability of documentation, procedures and competent personnel for the certification of aerodromes in the States. YE2017 • Template of the regional aerodrome manual for the aerodrome certification process. YE2018 • Guidelines for the Regional Runway Safety Teams for implementation based on the best practices of ICAO and the industry. YE2019 • Minimum regional aerodrome SMS requirements to apply to an initial aerodrome certification. YE2018 • Regional “modification of standards” or procedure in “safety cases” for aerodrome operators to submit requests for exceptions and apply for an initial aerodrome certification. YE2019 • 100% of States with a State Certification Program for a designated aerodrome. YE2019 • % (to be defined by the SAM Plan) of international aerodromes with initial certification completed. YE2020 • % (to be defined by the SAM Plan) of States with sufficient competent aerodrome inspectors or with provisions and legal mechanisms to delegate to other entities (other States, RSOO's, etc.). YE2020 • % (to be defined by the SAM Plan) of international aerodromes with established Runway Safety Teams. YE2020
Justification	<ul style="list-style-type: none"> • According to ICAO (Operation Safety Report 2015 - USOAP CMA), almost 60 percent of 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 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. • 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 at runways. the airfields. • In February 2018, the SAM Regional Office reached 30% of certified international aerodromes.
Related projects	<ul style="list-style-type: none"> • TBD

Deliverables of the project	Relationship with the Performance Based Regional Plan (PFF) and ASBU Modules	Responsible	Status of implementation	Delivery Date	Comments
Survey of States on the national regulations/procedures approved on aerodrome certification in order to establish a reference point in relation to documentation needs.	PFF SAM AGA 02	Programme coordinator	100%	2Q-2018	Concluded Results of the survey sent to the States through official letter LT 10/2.1.1-SA247 were received
Collect the best practices of the States to develop guidance material (templates) and incorporate it into the LAR AGA set	PFF SAM AGA 02	Programme coordinator	100%	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 proposals for model manuals. Oct 2020: The model is in its final review phase and could be available by the end of 2020 e-CRPP03: available on the portal www.srvsop.aero
Review the survey results and prepare a plan at the Regional and State levels to support the identified gaps.	PFF SAM AGA 02	Programme 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, under item 3, a proposal for certification goals by State was proposed.
Prepare methodology (procedures and templates) for States to present their certification sub-projects.	PFF SAM AGA 02	Programme coordinator	100%	CRPP/5 (2019)	For CRPP/5, a business case is presented for a Technical Assistance Project that would use part of the documentation used in past aerodrome certification tests. Oct. 2020: The methodology is in the testing period, in charge of 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.

Deliverables of the project	Relationship with the Performance Based Regional Plan (PFF) and ASBU Modules	Responsible	Status of implementation	Delivery Date	Comments
Planning of Go-Teams to support Initial Certification (with the support of the SRVSOP or other interested parties)	PFF SAM AGA 02	Programme coordinator & SRVSOP TC	40%	YE2022	There is a request from one (1) State interested in a Go-Team to be executed between 2019-2020. Oct 2020: Due to the pandemic, the Go-Teams missions were suspended. Efforts are being resumed virtually. e-CRPP03: A certification assistance to Chile is being carried out. One is planned for the end of 2021 for Argentina. e-CRPP04: Assistance to Chile and Panama is being developed. Argentina confirmed its trial request for 2022.
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 RST Advisory Circular was created and published, available at: https://www.srvsop.aero/circulares/ca-aga-153-010-implementation-of-piste-safety-equipment-rst/
Prepare a plan to implement RSTs by designated airport.	PFF SAM AGA 02	TBD	50%	2021 2023	Oct 2020: a survey was distributed to SAM States to measure the status of RST implementation, which will serve as a baseline for actions. e-CRPP03: a Working Note was prepared to push a project under RASGPA. Its mandate was approved and the follow-up project is in the process of being prepared. The date of the end of 2021 is maintained. e-CRPP04: Focal points were requested from the States to start the project through RASGPA.
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	5%	2020-onward	e-CRPP04: Colombia reports start of efforts in several aerodromes.

Deliverables of the project	Relationship with the Performance Based Regional Plan (PFF) and ASBU Modules	Responsible	Status of implementation	Delivery Date	Comments
Required resources	High-level commitment from each participating State. Provision of counterparts in each State, in a Matrix Management approach (share resources), for the project. The designation 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 available best practices.				

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

Related projects	• F3
-------------------------	------

Deliverables of the project	Relationship with the Performance Based Regional Plan (PFF) and ASBU Modules	Responsible	Status of implementation	Delivery date	Comments
Survey of SAM States on Airport Planning		Programme coordinator	100%	2Q-2020	Concluded Survey report available at https://www.icao.int/SAM/Pages/ES/eDocuments-v18_ES.aspx?area=AGA
Preparation of a roadmap or guide on aspects of airport planning at the national and local levels		Programme coordinator / Task Force(to ve defined)	20%	2Q-2022 YE-2022	e-CRPP03: work delayed due to lack of resources. e-CRPP04: roadmap is being prepared for 2022, considering event planned under RLA06/901
Preparation of Guidance Material for States to Support a Collaborative Consultative Approach on Airport Planning		Programme coordinator / Task force (to be determined)	15%	2Q-2022 YE-2022	e-CRPP03: work delayed due to lack of resources. e-CRPP04: in process
Model Regulations on Annex 14 Vol. I new requirements for airport master planning so that States can harmonize with their local regulations		Programme coordinator / SRVSOP (to be determined)	100%	4Q-2021	e-CRPP03: LAR AGA Regulation updated and available at www.srvsop.aero
Capacity building and knowledge transfer to state and airport experts in the area of airport planning (course or seminar on airport planning)		Programme coordinator / External support / CIAC (to be determined)	0%	4Q-2025	

¹ Grey- Task not started

Green - Activity in progress according to schedule

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

Red -The implementation of the activity has not been achieved within the estimated period of time, it is necessary to adopt mitigating measures

Deliverables of the project	Relationship with the Performance Based Regional Plan (PFF) and ASBU Modules	Responsible	Status of implementation	Delivery date	Comments
Inclusion in e-ANP (VOL III) of forecasts on Airport Planning		GREPECAS	0%	2Q-2022 YE-2022	e-CRPP03: a proposal for the ANP is being worked on, but it depends on the progress of the work on VOL III. e-CRPP04: activity delayed, it is expected that with the progress of VOL III in 2022, a proposal for review by the States will be incorporated.
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 updated local master plans aligned with national plans.		STATES / AIRDROME OPERATORS	0%	4Q-2025	

SAM Region	DESCRIPTION OF THE PROJECT (DP)		DP N° F3	
<i>Programme</i>	Title of the project		Starts at	Ends at
<i>Airdromes</i> (Programme coordinator: Fabio Salvatierra RO AGA OACI)	A-CDM Implementation Project coordinator: Sady Beaumont - PERU		July 2019	July 2025
Objective	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 the situational awareness of all stakeholders. involved through the exchange of information. that lead to a better collaborative decision-making process, especially during the change process at the airport.			
Scope	Selected aerodromes (high density or other parameter) of the SAM region			
Metrics	<ul style="list-style-type: none"> • % of applicable international aerodromes that have implemented enhanced airport operations through CDM-airport (applicable = high density) (phase measurement per aerodrome) • GANP KPI01, KPI02, KPI10, KPI13, KPI14 			
Strategy	<ul style="list-style-type: none"> • That States support the need to implement the B0/1 element of A-CDM at selected aerodromes. • Prepare Guidance Material to establish common rules and criteria for the exchange of information and the implementation of selected elements. • States endorse and implement regional guidance to ensure harmonization. • Implementation by aerodrome following 4 steps: <ul style="list-style-type: none"> o Information phase o Analysis Phase o Implementation Phase o Operational Phase • Direct assistance to initiate pilot projects in selected aerodromes, with the support of States, international organizations and experts in the field. 			
Goals	<ul style="list-style-type: none"> • Uniform, harmonized but scalable application of the concept at the regional level • Integration to regional networks • Delay reduction • Better utilization of existing capacity 			

Justification	The A-CDM Project was approved at the 5th meeting of the CRPP (2019), so the planning and actions of the project were just beginning with seminars in both regions. However, due to COVID-19, 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” is still applicable and useful oriented to the situation of restarting and recovering operations to their transition to normality.
Related projects	• F2

Deliverables of the project	Relationship with the Performance Based Regional Plan (PFF) and ASBU Modules	Responsible	Status of implementation	Delivery date	Comments
Survey of States on implementation of A-CDM	PFF SAM AGA 02	Programme coordinator	100%	3Q-2019	Concluded Results of the survey sent to the States by official letter SA5508 were received Survey report available at https://www.icao.int/SAM/Pages/ES/eDocuments-v18_ES.aspx?area=AGA
A-CDM Implementation Guide First Edition		Programme coordinator	100%	4Q-2020	Concluded Presented to the States in e-CRPP/02 for their endorsement (first edition)
Inclusion in e-ANP (VOL III)		GREPECAS	5%	2Q-2021 YE-2022	e-CRPP04: In the process of preparing a proposal
Implementation at selected aerodromes		STATES	20%	4Q-2025	To date (February 2022), 10 applicable aerodromes have been identified, which together have an implementation of close to 20%.

— END —

² Grey- Task not started

Green - Activity in progress according to schedule

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

Red -The implementation of the activity has not been achieved within the estimated period of time, it is necessary to adopt mitigating measures