International Civil Aviation Organization
North American, Central American and Caribbean Office

WORKING PAPER

NACC/WG/09 — WP/12
27/09/24

Ninth North American, Central American and Caribbean Working Group Meeting (NACC/WG/09)
Mexico City, Mexico, 30 September to 04 October 2024

Agenda Item 4: Follow-up to the NACC/WG 2023-2024 work plan

AGA TASK FORCE REPORT

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This working paper presents the results of the discussions held during the Second North American, Central American and Caribbean Working Group (NACC/WG) Aerodromes and Ground Aids (AGA) Implementation Task Force Meeting (NACC/WG/AGA/TF/2), held at the ICAO NACC Regional Office, Mexico City, Mexico, from 15 to 17 May 2024.	
Action:	The suggested action is presented under Section 3.
Strategic Objectives:	• Safety • Air Navigation Capacity and Efficiency
References:	• *Annex 14, Aerodromes, Vol I – Aerodromes Design and Operations* • *Procedures for Air Navigation Procedures (PANS) – Aerodromes, Third Edition (Doc 9981)*

1. Introduction

1.1 During the Seventh North American, Central American and Caribbean Working Group Meeting (NACC/WG/7) meeting held at the ICAO NACC Regional Office in Mexico City, Mexico, from 29 August to 1 September 2022, States and Territories identified the need to focus on the challenges and demands for improvements in the area of Aerodromes and Ground Aids (AGA), aligned with the ICAO Strategic Objectives on Safety and Air Navigation Capacity and Efficiency.

2. NACC/WG/AGA/TF/2 Meeting Agenda Items

2.1 In this context, the Second North American, Central American and Caribbean Working Group (NACC/WG) Aerodromes and Ground Aids (AGA) Implementation Task Force Meeting (NACC/WG/AGA/TF/2) discussed the following agenda items:

Agenda Item 2: Approval of the AGA Programme Update

2.1.1 Under this agenda item, the meeting approved the updated AGA Programme and recommended the following new activities through webinars in 2025:

i. Reporting and Publishing of the New Aircraft Classification Rating – Pavement Classification Rating (ACR-PCR) Method;
ii. Aerodrome Planning;
iii. New Obstacle surfaces; and
iv. Regulatory impact analysis.

2.1.2 In addition, to monitor the evolution of the results obtained through the activities, projects, and initiatives of AGA Program, the AGA Programme Coordinator will develop a template for Monitoring Report by next NACC/WG/AGA/TF/2 meeting.

Agenda Item 3: Runway Safety Team (RST) Implementation under the Regional Aviation Safety Group – Pan America (RASG-PA)

2.1.3 Under this agenda item, the meeting was informed about the progress of both projects related Runway Safety Team (RST) implementation:

a) CAR/SAM RST Implementation Support Project under RASG-PA.
b) RST Implementation for the Central American States.

2.1.4 The baseline at the start of both projects was 50% for CAR Region (73 out of 149), the current numbers are 56% in 2024. The implementation of RST has demonstrated worldwide to provide a systemic approach to runway safety and collision avoidance strategy. Thus, it is important to continue encouraging States and airport operators to implement RST.

2.1.5 Under the “Runway Safety Teams (RST) Implementation for the Central American States project”, the ICAO NACC Regional Office carried out three ICAO Runway Safety Team (RST) Go-Teams Missions at the following aerodromes:

a) El Salvador San Oscar Arnulfo Romero y Galdamez International Airport (MSLP), in El Salvador;
b) Juan Santamaria International Airport (MROC) in Costa Rica;
c) Palmerola International Airport (MHPR), and Juan Manuel Gálvez International Airport (MHRO) in Honduras.

2.1.6 The ICAO NACC Regional Office was supported by experts from the Aruba Civil Aviation Authority and COCESNA in the aforementioned missions. The mainly objectives of these Go-Teams missions were to implement and evaluate Runway Safety Teams (RST), promote the identification and mitigation of risks related to runway safety on these aerodromes, and promote the Global Reporting Format for Runway Surface Conditions (GRF) implementation, and encourage aerodromes certification in Central America.

Agenda Item 4: Global Reporting Format (GRF) Implementation Reporting and Publishing of the New Aircraft Classification Rating – Pavement Classification Rating (ACR/PCR) Method

2.1.7 In 2024, the level of implementation in number of international aerodromes in the CAR Region is 3% (04 out 149 international aerodromes), especially in the States of Central America, where the number of international aerodromes with GRF implemented are 25% (04 out of 16).

2.1.8 To assist States in the CAR Region and others with the implementation of the GRF, the NACC/WG/AGA/TF/2 meeting recommend the Documentation Project **(Appendix A).**

2.1.9 Regarding the Aircraft Classification Rating-Pavement Classification Rating (ACR-PCR) method for reporting pavement strength, it is important to note that it will become applicable on 28 November 2024, in accordance with Annex 14, Volume I.

2.1.10 ICAO Training offers the 'Airport Pavement Strength Rating course"[1], led by expert instructors in Pavement Classification Rating (PCR) calculations. The course aims to train participants with the skills to accurately determine the PCR of any airport pavement structure for any aircraft mix, following the Aircraft Classification Rating-Pavement Classification Rating (ACR-PCR) method detailed in the 2022 edition of the Aerodrome Design Manual (ADM), Part 3 (Pavements).

Agenda Item 5: CAR/SAM Planning and Implementation Regional Group (GREPECAS) Project F1: Aerodromes Certification and Safety

2.1.11 The certification status of aerodromes in the CAR Region in 2024 shows a slight decrease in the number of certified aerodromes and an increase in the number of international aerodromes. There are 97 certified aerodromes in the CAR Region, representing 65%, by increasing the number of international aerodromes.

2.1.12 Given the challenges related to the increase in the number of internationally certified aerodromes in the CAR region over the past three years, the NACC/WG/AGA/TF/2 meeting recommended adopting the aerodrome safety and certification activities framework **(Appendix B)** as a basis for preparing a project document.

[1] ICAO Training - Airport Pavement Strength Rating (APSR EN)

Agenda Item 6: GREPECAS Project F2: Aerodrome planning and Vol III of the Regional Air Navigation Plan

2.1.13 Under this agenda item, the AGA/TF/2 meeting took note of the following projects that were submitted for approval under the Multi-Regional Civil Aviation Assistance Program (MCAAP):

a) Development of regional guidance material for States to align local Master Plans with National and Regional Plans;
b) Workshop on Global Air Navigation Plan Key Performance Indicators (KPIs); and
c) Development of regional guidance material for support States in the cost-benefit analysis process within the GNAP six-step methodology, for the preparation of Vol III of the Regional Air Navigation Plan.

2.1.14 In addition, the Secretariat provided information on the Guide for Airport Consultative Committees[2], which was approved under GREPECAS Conclusion 21/14. As per the conclusion, States are expected to review and suggest improvements to the guidance material by March 2024. With the expiration of this deadline, the Secretariat confirmed that the Guide has been approved and encourages its implementation at international aerodromes across the NAM and CAR Regions.

Agenda Item 7: GREPECAS Project F3: Airport Collaborative Decision Making (A-CDM) Implementation under GREPECAS

2.1.15 The Secretariat informed that, in accordance with GREPECAS Conclusion 21/15, to support the implementation of A-CDM, the GREPECAS Project F3 should be revised based on the A-CDM questionnaire conducted by ICAO. Consequently, the Secretariat presented the revised GREPECAS Project F3 proposal **(Appendix C)** in WP/13 of GREPECAS/22 meeting.

Agenda Item 8: Emergency Planning and Contingency

2.1.16 Under this agenda item, the NACC/WG/AGA/TF/2 meeting discussed various initiatives supporting emergency planning and contingency management in the CAR region. The meeting also addressed a project aimed at developing guidance materials for disaster preparedness at airports, particularly in response to natural disasters, and providing related training through webinars. This project was submitted for approval through the MCAAP.

Agenda Item 9: Wildlife Hazard Management

2.1.17 CARSAMPAF presented about the challenges of wildlife hazard management at aerodromes, focusing on reducing aviation risks from wildlife collisions. Lastly, CARSAMPAF announced the Twenty- Second CAR/SAM Regional Bird/Wildlife Hazard Prevention Committee Meeting and Conference (CARSAMPAF/22) and Eighth World Birdstrike Association Conference, to be held in Guadalajara, Mexico, from 14 to 18 October 2024.

[2] 240918-GUIDANCE MATERIAL AIRPORT CONSULTATIVE COMMITTEES 2023.pdf (icao.int)

Agenda Item 10: Other Business

2.1.18 The NACC/WG/AGA/TF/2 meeting noted and discussed:

a) Innovation and emerging technologies for airports, particularly vertiports, which are designed for VTOL aircraft;
b) Overview of Aeronautical Aerodrome Charts, focusing on ICAO Annex 4, Annex 15, and Doc 8697; y
c) ACI's "Net Zero 2050" target and the Airport Carbon Footprint Accreditation Program (ACA).

3. Suggested Action

3.1 The Meeting is invited to:

a) Take note of the information presented in this WP;

b) Support AGA Programme projects and activities; and

c) Other actions that the meeting considers necessary.

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APPENDIX A
GRF Project

Project Name:	Global Reporting Format (GRF) implementation for the Central American States		
Date:	20-JAN-2025	**Area of interest:** RS	Version: 0
Author:	ICAO NACC RO AGA		
Project Sponsor:	FAA		
Funds required:	US$25,000		
Duration:	12 months		
Client:	Central American States- Airport operators and RASG-PA		
Document ID:	*(Priority area+Subject+Year+Ref #)*		
Document link:			

1. Executive Summary

a) The ICAO methodology for assessing and reporting runway surface conditions, commonly known as the Global Reporting Format (GRF), allows for the harmonized assessment and reporting of runway surface conditions and an enhanced flight crew assessment of take-off and landing performance. Consequently, the ICAO GRF is a tool that helps mitigate the risk of runway excursions .

b) Globally, movement areas are exposed to multiple weather conditions and therefore the conditions to be reported are quite different. A basic structure that applies to all these weather variations is described in the Runway Condition Report (RCR). The assessment of runway surface condition is based on a wide variety of techniques and no single solution can be applied to all situations.

c) The implementation date originally envisaged by the ICAO Council was 5 November 2020. However, in State letter N° AN 2/33-20/73, the ICAO Council, in order to ease the burden on States during the COVID-19 pandemic and the period, thereafter, adopted amendments at its 220-8th session to postpone from 5 November 2020 to 4 November 2021 the date of implementation of the provisions on the enhanced GRF for assessing and reporting runway condition.

d) The implementation of Global Reporting Format (GRF) should follow the ICAO SARPS and guidance for the prevention of runway excursions and to provide the flight crew with the information needed for safe operation of the aeroplane. A complete set of ICAO SARPS and guidance related to the topic is available through the respective content of:

- Annex 14: Aerodromes, Volume I, Aerodrome Design and Operations
- Annex 3: Meteorological Service for International Air Navigation
- Annex 6: Operation of Aircraft (Parts 1 and 2)
- Annex 8: Airworthiness of Aircraft
- Annex 15: Aeronautical Information Services
- PANS Aerodromes (Doc 9981)
- PANS-AIM (Doc 10066)
- PANS-ATM (Doc 4444).

e) Due to the benefit of the establishment of this systemic assessing and reporting runway surface conditions at international aerodromes, there is an opportunity to Region takes more actions to promote the effective implementation of GRF at all international aerodromes.

f) In this regard, the current project proposal looks to support the implementation of GRF at international aerodromes in the Central American States, in order to comply with ICAO SARPs.

2. Problem / Opportunity Statement

What problems are we addressing or opportunity are we pursuing?

a. Although the assessing and reporting the condition of the movement area and related facilities is necessary in order to provide the flight crew with the information needed for safe operation, in the Central American Region its implementation is moving at a relative low pace.

b. Furthermore, the Runway Safety Programme – Global Runway Safety Action Plan, Second Edition, February 2024, establishes the following global runway safety recommended actions:

   i. Continue to support the implementation of the Global Reporting Format (GRF) for assessing and reporting runway surface conditions, ensuring that staff are trained, and runway conditions reported and promulgated in a timely manner.

c. In according to the information gathered from States, in the Central American Region only 04 out of 16 international aerodromes have a GRF implemented, that means 25%.

3. Business Options

Analysis and reasoned recommendation for the base business options of: do nothing, do the minimal or do something.

1. Do Nothing: States/Airports will remain with safety problems such as not reporting runway surface conditions to air navigation services provider and aircraft operators.

2. Do the minimal: low level of GRF implementation at international aerodromes, as observed in the last 3 years.

3. Do something: States/airports to be more proactive and aware to the process of implementation GRF considering the conditions at international aerodromes in tropical regions, like Centro America (where snow reports are not applicable, and thunderstorms could be more familiar).

4. Expected Benefits

The benefits that the project will deliver expressed in measurable terms against the situation as it exists prior to the project.

The ICAO Global Reporting Format for runway surface conditions (GRF) is a tool to help mitigate the risk of runway excursions by enabling a harmonized assessment and reporting of runway surface conditions and an improved flight crew assessment of take-off and landing performance. Thus, the GRF has been through a rigorous development, review and approval process.

5. Expected Detriments

Outcomes perceived as negative by one or more stakeholders. Dis-benefits are actual consequences of an activity whereas, by definition, a risk has some uncertainty about whether it will materialize.

Increase in possible operational costs of reporting runway conditions by aerodrome operators, especially if adopted automatic equipment to help measurements of water thickness over runway.

6. Project Objectives

Objectives are statements that specifically describe what is to be achieved within the project's mandate in order to meet the overall project goal. Wherever possible, objectives should be quantified and "SMART" (Specific, Measurable, Achievable, Realistic, and Time-Based).

The primary goal of the project is to foster the adoption of the GRF at international aerodromes from Central American States.

7. Scope Statement / Project deliverables

Defines what is being produced. Deliverables relate to, and satisfy, the specific project requirements or capabilities. Deliverables must cross-reference and satisfy the project's objectives.

The Project is designed to support States in the process of implementing the GRF, through the development of practical guidance material for aerodromes in tropical climatic conditions.

8. Critical Success Factors

Defines what is needed as necessary conditions for project success.

- High-level engagement and commitment from the different Stakeholders (State support - DG level, Airport operator support, ANSP support, Air Operator support, etc.)
- Engagement by involved parties- execution level, including active participation by Focal Point
- Successful implementation of GRF at international aerodromes.

9. Budget / Costs / Funding

Source and funding amount (whether annual or in total) not be exceeded.

The project is proposed to be funded by the FAA CAP Project funds mainly, and contributions from States or International Organizations (expertise).

Activity	Potential direct cost (USD) from CAP Funds	Notes
1. Prepare an GRF implementation plan (with milestones and target dates) for the CAR Region	USD 0.00	Prepared by NACC RO with the support of State's focal points (virtually) and SME.
2. Create a monitoring mechanism (virtual meetings, dashboards, reports) using all existing platforms	USD 0.00	NACC dashboards in AGA area

Activity	Potential direct cost (USD) from CAP Funds	Notes
3. Compile and prepare best practices and guidance material to support GRF implementation for aerodromes in tropical climatic conditions.	USD 17.500	Hire a SME (50 working days in 12 month). Use of ICAO Portal resources and best practices from other countries.
4. Design and translation of guide material to make it available in two languages (English and Spanish)	USD 1.500	Cost depends on the final size of the document.
5. Webinar on GRF	USD 1.000	Cost to translate the Webinar in Spanish and English.
6. GRF Go-Team at an aerodrome in Central America to identify the challenges and needs for guidance material.	USD 5.000	On-site GRF Go-Team (using 2 SME's, including tickets and DSA for 5 days).
TOTAL REQUIRED FOR THE PROJECT USD 25,000		

10. Stakeholder / Communications Plan

*Identifies the key individuals or organizations that have a clear **stake** in the project's success. Who is impacted by the project, and how should they be involved?*

Key Individuals/Organizations:	Specific Needs/Concerns:	Actions/Means/Frequency of Communication
NACC RO AGA	Management of project	Monitoring report NACC Dashboard
AGA Focal points from Member States	Follow-up / Action	Monthly meetings Email
Involved Stakeholders (airport, ANSP, air operator, CAA)	Follow-up / Action	Email

11. High Level Milestone/Stages Schedule

Identification of the major project phases and when they will be completed

#	Major Project Phases / Milestones	Completion Date
1	Virtual Follow-up of GRF implementation plans of States[1]	Dec 2025
2	Delivery of guide material - GRF	June 2025
3	GRF Go-Team	Sept 2025

12. Acceptance Criteria

Identify the quality standards and criteria that apply to the project. Explain how the plan will ensure adherence to these standards and criteria.

[1] GRF Implementation_Milestones_March 2021.pdf (icao.int)

- Increased implementation of GRF to 80% of international aerodromes in Centro America.

13. Risk Management Plan

List of major risks confronting the project. Assessment of severity (H/M/L, or high, medium or low) as determined by (1) probability, and (2) potential impact. For each High risk item, develop appropriate mitigation plans.

#	Major Risks	Assessment	Mitigation
1	States may not participate on the project	H	*Include the project as part of already accepted mechanisms by States (NACC/WG/AGA/TF).*
2	Low involvement and consultation of other Stakeholders (airport operator, airlines, pilots, ATC).	H	*Foster collaboration with partners (ACI, IATA, CANSO, IFALPA, IFATCA) to ensure stakeholder involvement.*

14. Project Team Organization

Who will be involved in managing the project and how will they interface?

Project Sponsor:	Role:	Responsible for:
FAA CAP Project		Follow-up High Level engagement to the project Project mandate
Project Manager:	**Role:**	**Responsible for:**
NACC RO/AGA (CAR Region)		Manage the project activities and deliverables. Reports to sponsor
Team Member:	**Role:**	**Responsible for:**
State assigned AGA focal point		Follow-up project activities under his/her area of responsibility

15. Project Control Procedures

Anticipated processes for monitoring and ensuring work progress, including: Status reporting and frequency, Review meetings (including who and when), Tracking methods and tools

- Monthly reports.
- NACC Dashboard in AGA area.

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APPENDIX B
AGA Certification and Safety Project Gantt

AGA Certification and Safety Project
Jun 3, 2024 - Dec 8, 2028

Grid | Board | Timeline | Charts | People | Goals

Filters (0) | Conditional coloring | Group members

		Name	Duration	Observation	Start	Finish
1		**Safety Regulation and Guide Material**	**980 days**		**1/20/2025**	**10/20/2028**
2		**AGA Regulation (Annex 14 and Docs 9981 and 9774 and others)**	**970 days**	**21 PQs on CE 02 from USOAP**	**1/20/2025**	**10/6/2028**
3		**Assistance Session**	**970 days**		**1/20/2025**	**10/6/2028**
4		Development of support material	240 days	Support with AGA SME	1/20/2025	12/19/2025
5		02 AGA regulation Assistance Session	730 days	6 modules lasting 1 week each	12/22/2025	10/6/2028
6		**Develop the AGA Regulation**	**730 days**		**1/20/2025**	**11/5/2027**
7		Review of AGA drafts regulating a maximum of 10 States	730 days	Support with AGA SME	1/20/2025	11/5/2027
8		Follow-up the approval by States of their AGA regulations	730 days		1/20/2025	11/5/2027
9		**AGA Guide Material**	**980 days**	**14 PQs on CE 05 from USOAP**	**1/20/2025**	**10/20/2028**
10		**Assistance Session**	**875 days**		**1/20/2025**	**5/26/2028**
11		Development of support material	240 days	Support with AGA SMEs	1/20/2025	12/19/2025
12		AGA guide material assistance Session	730 days	14 modules lasting 1 week each	8/11/2025	5/26/2028

AGA Certification and Safety Project

Jun 3, 2024 - Dec 8, 2028

Grid | Board | Timeline | Charts | People | Goals

Filters (0) | Conditional coloring | Group members

	Name	Duration	Observation	Start	Finish
13	**Develop the AGA Guide Material**	**980 days**		**1/20/2025**	**10/20/2028**
14	Review of AGA drafts guide material a maximum of 15 States	980 days	Support with AGA SMEs	1/20/2025	10/20/2028
15	Follow-up the approval by States of their AGA guide material	980 days		1/20/2025	10/20/2028
16	**Capacity building and training of AGA State Inspector**	**1170 days**	**07 PQs on CE 04 from USOAP**	**6/3/2024**	**11/24/2028**
17	**Political and technical commitment of the State**	**30 days**		**1/20/2025**	**2/28/2025**
18	Letter from the State with commitment from the AGA Inspector	30 days		1/20/2025	2/28/2025
19	**Provide theoretical and OJT courses (when necessary) to AGA States Inspector specialized training for:**	**960 days**		**3/3/2025**	**11/3/2028**
20	a) Aerodrome operations,	960 days		3/3/2025	11/3/2028
21	b) RFF,	960 days		3/3/2025	11/3/2028
22	c) Wildlife management,	960 days		3/3/2025	11/3/2028
23	d) Assessment of physical characteristics and electrical systems,	960 days		3/3/2025	11/3/2028
24	e) Obstacle control,	960 days		3/3/2025	11/3/2028
25	f) Assessment and reporting of runway surface conditions	960 days		3/3/2025	11/3/2028
26	g) Aeronautical studies/risk assessments,	960 days		3/3/2025	11/3/2028

AGA Certification and Safety Project

Jun 3, 2024 - Dec 8, 2028

Grid | Board | Timeline | Charts | People | Goals

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		Name	Duration	Observation	Start	Finish
27	○	h) Enforcement, and	960 days		3/3/2025	11/3/2028
28	○	i) Signs, Markings and Lighting.	960 days		3/3/2025	11/3/2028
29	○	**AGA Training Program and Plan for CAA**	**1170 days**		**6/3/2024**	**11/24/2028**
30	○	**Assistance Session**	**968 days**		**1/20/2025**	**10/4/2028**
31	○	Development of support material	238 days	Support with AGA SME	1/20/2025	12/17/2025
32	○	Assistance Session to develop Training Program and Plan for CAA	728 days	2 Workshop in 1 week	12/22/2025	10/4/2028
33	○	**Support to CAA to develop its AGA Training Programs and Plan**	**1170 days**		**6/3/2024**	**11/24/2028**
34	○	Develop the AGA Training Programs and Plan a maximum of 10 States	730 days		2/9/2026	11/24/2028
35	○	Follow-up the approval by CAA	730 days		6/3/2024	3/19/2027
36	○	**Aerodrome Certification Assistance**	**1015 days**		**1/20/2025**	**12/8/2028**
37	○	**Aerodrome Manual Assistance**	**910 days**		**6/16/2025**	**12/8/2028**
38	○	Develop the Template Aerodrome Manual	180 days		6/16/2025	2/20/2026
39	○	Assistance session on Aerodrome Manual	215 days	02 workshop	2/23/2026	12/18/2026

AGA Certification and Safety Project

Jun 3, 2024 - Dec 8, 2028

Grid | Board | Timeline | Charts | People | Goals

Filters (0) | Conditional coloring | Group members

	Name	Duration	Observation	Start	Finish
40	**Assistance session on maximum 30 international aerodrome in the completion of the Aerodrome Manual**	**730 days**	**With SMEs**	**2/23/2026**	**12/8/2028**
41	Assistance session virtual to 30 international aerodromes on Aerodrome Manual	730 days	With SMEs	2/23/2026	12/8/2028
42	Mission assistance session on site - maximum 15 international aerodromes	730 days	With SMEs	2/23/2026	12/8/2028
43	Follow-up the review and accept the Aerodrome Manual by CAA	730 days		2/23/2026	12/8/2028
44	**Assistance session on Corrective Action Plan**	**730 days**		**2/23/2026**	**12/8/2028**
45	Assistance session on Corrective Action Plan	730 days	04 workshop	2/23/2026	12/8/2028
46	Follow-up the review and accept on Corrective Action Plan by CAA - maximum 15 international aerodromes	730 days		2/23/2026	12/8/2028
47	**Follow-up the granting of the Aerodrome Certificate**	**1013 days**		**1/20/2025**	**12/6/2028**
48	Follow-up the grant of an aerodrome certificate by CAA	1013 days		1/20/2025	12/6/2028
49	Follow-up the promulgation of safety information - AIP by CAA	1013 days		1/20/2025	12/6/2028

GREPECAS PROJECT

F1	PROJECT DESCRIPTION (PD)	PROGRAMME	
ICAO Coordinator: ROs AGA	**Project Title**	**Start date**	**End date**
Project Leader (State): *Joel Cordero - PERÚ*	Paving the future A-CDM through the implementation of Platform Management and SMGCS	Nov 2024	Nov 2028
Objective	Support the implementation of appropriate Apron Management and Surface Movement Guidance and Control Systems (SMGCS) services at selected aerodromes in the CAR/SAM regions, as a critical basis for improving the apron operations safety, increasing airport capacity, and prepare the terrain for future implementations of advanced collaboration concepts, such as the A-CDM and other operational efficiency improvements.		
Scope	Selected aerodromes in the SAM Region		
Justification	The A-CDM Project was approved by the Fifth Meeting of the Programmes and Projects Review Committee (PPRC/5) (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. The restructuring of this project, approved in GREPECAS/21, is based on a comprehensive assessment of the regional context and the real needs of the aerodromes in the CAR/SAM regions: 1. A survey presented during GREPECAS/21 revealed the need to re-evaluate the approach to implementing A-CDM in the region. 2. Investigations by the ICAO NACC and SAM Regional Offices concluded that the implementation of A-CDM, according to its original European definition, is not directly applicable to the CAR/SAM region, as it was designed to mitigate the effects of airspace management policies and take-off delays not implemented in our region. 3. A significant lack of apron management and systems to improve situational awareness on the ground at airfields in the region was identified, a prerequisite for more advanced collaborative approaches in airports. 4. Although capacity is an issue at some airports in the region, the implementation of A-CDM is not the direct solution to this challenge. 5. It is recognized that the basis for an improvement in airport capacity is the implementation of appropriate platform management services and advanced SMGCS systems. 6. This restructuring aligns with the correct implementation of the provisions contained in sections 9.5 and 9.8 of Annex 14, Volume I, Chapters 1, 7 and 9, Part II of PANS-Aerodromes (Doc 9981), and the guidance provided by Doc 9137, Part 8 (Platform Management), Doc 9476 (SMGCS) and Doc 9430 (A-SMGCS). Therefore, this restructuring seeks to address the specific needs of the CAR/SAM region, focusing on the implementation of Apron Management and SMGCS and/or A-SMGCS as a fundamental basis for future improvements in airport safety, efficiency, and capacity.		

F1	PROJECT DESCRIPTION (PD)	PROGRAMME	
ICAO Coordinator: ROs AGA	**Project Title**	**Start date**	**End date**
Project Leader (State): *Joel Cordero - PERÚ*	Paving the future A-CDM through the implementation of Platform Management and SMGCS	Nov 2024	Nov 2028
Indicators	• Percentage of international aerodromes that have implemented Apron Management services. • Percentage of aerodromes that have implemented or improved their SMGCS. • Reduction in apron security incidents. • Improved break-in times and reduced surface delays. • Increase in the operational capacity of the apron and maneuvering areas. • GANP KPI01, KPI02, KPI 09, KPI10, KPI 11, KPI13, KPI14, KPI21		
Required Resources	• High-level engagement of participating States, airport operators and air navigation service providers. • Appointment of experts in airport management and SMGCS systems. • Resources for evaluation, implementation and updating of systems and procedures. • Training programmes for airport and air traffic control personnel. • Training programs for airport and air traffic control personnel.		

— END —