



ICAO

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

WORKING PAPER

NACC/WG/RAP/03 — WP/20
15/03/25

**Third Meeting of Rapporteurs of the North American, Central American and
Caribbean Working Group (NACC/WG/RAP/03)**
(ICAO NACC Regional Office, from 24 to 27 March 2025)

**Agenda Item 4: Review of GREPECAS CAR/SAM Projects, and coordinated NACC/WG planning
with GREPECAS**

GREPECAS AERODROME PROJECTS

(Presented by Secretariat)

EXECUTIVE SUMMARY	
This working paper presents the GREPECAS Aerodrome Projects in the CAR region.	
Action:	Suggested actions are included in Section 3.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency
<i>References:</i>	<ul style="list-style-type: none">• Final Report of Twentieth-second Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/22)

1. Introduction

1.1 As a follow-up to the decisions from the Eighteen and Twentieth-second Meetings of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/18 and GREPECAS/22), Aerodromes (AGA/AOP) Programme F carried out the following projects:

- a) Project F1: ***Aerodromes Certification and Safety***
- b) Project F2: ***Aerodrome planning***
- c) Project F3: ***Paving the future Airport Collaborative Decision Making (A-CDM)***
through the implementation of Platform Management and Surface Movement
Guidance and Control System (SMGCS)

2. Discussion

2.1 Details on each of these GREPECAS projects F1, F2 and F3 at CAR Region are provided below.

2.1. F1 Project: Aerodromes Certification and Safety

2.1.1 The certification status of aerodromes in the CAR Region in 2025 shows a slight increase in the number of certified aerodromes, with certification from Belize International Airport (MZBZ), Philip S.W. Goldson Intl. From the total of 148 aerodromes that requires certification in the CAR Region, 98 are certified, representing 66%.

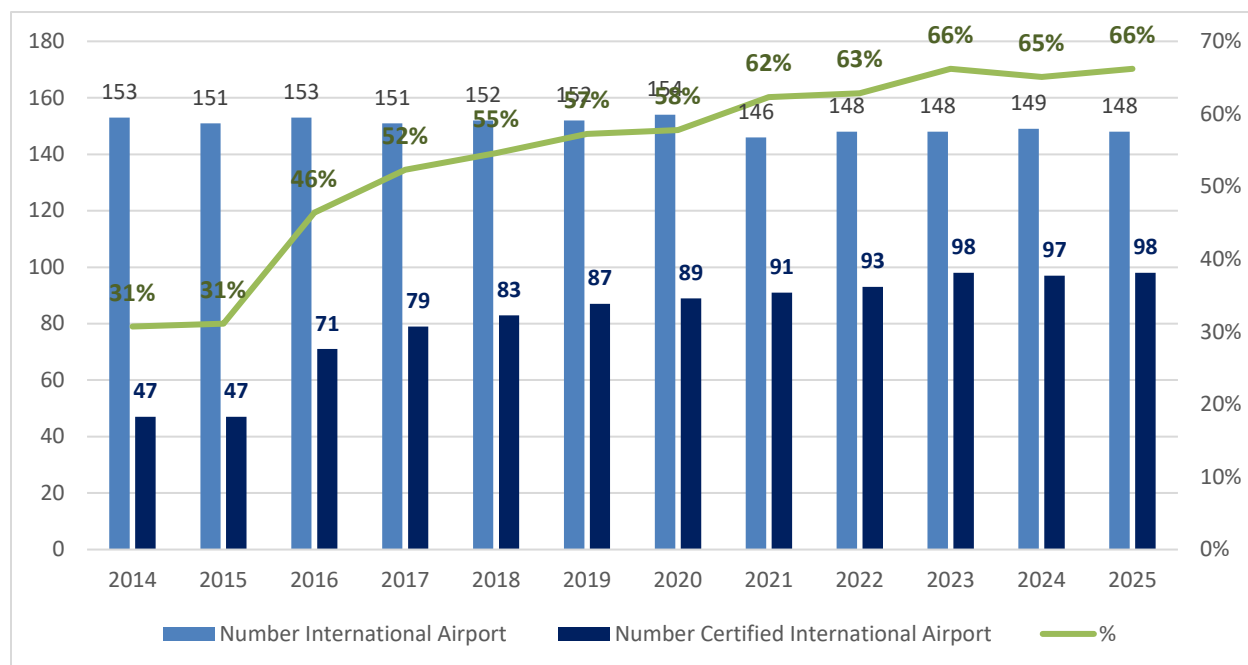


Figure 2.1: Aerodrome Certification Growth in the CAR Region

2.1.2 For further details on the project's progress, please refer to **Appendix A** and the AGA indicators for the CAR Region available through NACC Dashboards in ICAO Integrated Safety Trend Analysis and Reporting System (iSTARS) (<https://istars.icao.int/Sites/>).

2.2. Project F2: Aerodrome Planning

2.2.1 Regarding Project F2, the GREPECAS/21 meeting approved the Conclusion GREPECAS/21/14, determining States and Territories to review the “Guidance Material — Airport Consultative Committees” and propose improvements in the Airport Advisory Committees by March 2024, in addition to analyzing the feasibility of incorporating this guide into national procedures and provide considerations in this regard to the Secretariat by GREPECAS/22.

2.2.2 The objective of these “Guidance Materials — Airport Consultative Committees” is to provide a guide for the implementation of such committees in States and airport operators that do not currently have them.

2.2.3 After March 2024, the AGA Task Force of the NACCC/WG, with support from IATA, disseminated these guidance materials to States and airport operators in the NAM and CAR regions. These materials are available at: <https://www.icao.int/NACC/Pages/edocs-aga.aspx>.

2.2.4 The next planned deliverable is the development of regional guidance material to help States in aligning local aerodrome Master Plans with National and Regional Plans. This project deliverable is funded by RLA09801 Multi-Regional Civil Aviation Assistance Programme (MCAAP) (see **Appendix B**) and is currently in the process of recruiting subject matter experts.

2.3. Project F3: Paving the future A-CDM through the implementation of Platform Management and SMGCS

2.3.1 Regarding Project F3, the GREPECAS/22 meeting approved the Conclusion GREPECAS/22/13, that States and Territories approved the revised version (modifications) of the CAR/SAM F3 Project (see **Appendix C**), which proposes a new approach for a SMGCS, in accordance with 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).

2.3.2 During the AGA/TF/03 meeting scheduled for 2025, the implementation plan and priorities for this project regarding international aerodromes will be discussed with the CAR Region States.

3. Suggested actions

3.1 The Meeting is invited to:

- a) Review the information provided in this working paper;
- b) Provide resources and prioritize actions related to aerodromes within their States to support the objectives and goals of these projects; and
- c) Recommend any further action considered necessary.

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APPENDIX A

Project F1: Aerodromes Certification and Safety

CAR Region	PROJECT DESCRIPTION (PD)	DP N° F1	
<i>Programme</i>	Project Title	Start	End
<i>Aerodromes</i> (Programme Coordinator: Fabiana Todesco, RO/AGA)	<i>Aerodrome Safety and Certification Implementation Project</i>	April 2018	December 2025
Objective	Assist States in the CAR Region in the revision of documents related to aerodrome certification with the objective of increasing the number of certified aerodromes in the CAR Region. Likewise, increase the number of Runway Safety Teams (RSTs) 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 with their Corrective Action Plans (CAPS) for the resolution of the Universal Safety Oversight Audit Programme (USOAP) audit findings at aerodromes, in order to comply with regional goals, as well as to develop specific needs based on their requirements and facilitate the certification of aerodromes, the resolution of deficiencies reported in the GREPECAS Air Navigation Deficiencies Database (GANDD) and maintain continuous surveillance by the Civil Aviation Authorities (CAAs).		
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 Effective Implementation (EI) by State in the AGA area. • Number of RSTs 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, Directors of CAAs are encouraged to submit a plan to certify their international aerodromes for each 3 years, in order to facilitate the monitoring and contribute to the regional goal of increasing the number certified aerodromes. • Aerodrome Certification: the process comprises four main tasks: Approve aerodrome design and certification national regulation, provide guidelines/training to aerodrome inspectors, establishment of initial procedure for aerodrome certification and continuous oversight, development of certification manuals and issuance of aerodrome certificates. • Implementation of RST in aerodromes that have not yet implemented it: As part of the airport certification process, formally establish Runway Safety Teams in aerodromes that have not yet implemented them. Following its initiation, the ICAO NACC Regional Office will assist in the conformation of these teams following the ICAO reference material (some of them can be found at the ICAO NACC Regional Office website). 		

CAR Region	PROJECT DESCRIPTION (PD)	DP N° F1	
Programme	Project Title	Start	End
<i>Aerodromes</i> <i>(Programme Coordinator: Fabiana Todesco, RO/AGA)</i>	<i>Aerodrome Safety and Certification Implementation Project</i>	April 2018	December 2025
Goals	<ul style="list-style-type: none"> Continue supporting the Mexico airport groups to complete the certification of the remaining 15 aerodromes. The Mexico action plan estimates that 3 more aerodromes will be certified by the end of 2025 (Acapulco, AICM and Puerto Escondido). Continue assisting the States/airports upon request, with the continuation of the certification of aerodromes, and reach at least 85% of certified aerodromes by the end of 2025. Guidance material and checklists have been provided on the ICAO NACC Regional Office website (eDocuments: with examples of aerodrome manuals, aerodrome manual content checklist, Runway Safety Teams (RSTs) Terms of Reference (ToRs) and Restart of Operations after the COVID-19 Pandemic) to support States/airports in the certification process. 		
Justification	<p>Based on 2022 ICAO USOAP statistics and results, in CAR Region:</p> <ul style="list-style-type: none"> 45% 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; 68% 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; 50% 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; 50% of States do not guarantee that aerodrome operators develop and implement maintenance programmes; 41% of States have not established a regulation which defines the circumstances and rationale for the conduct of aeronautical studies/risk assessments; and 86% of the States have not established or implemented a mechanism to evaluate the results of conducting risk analyzes or aeronautical studies. 		
Related projects	To be determined		

Project Deliverables	Relationship with the regional Performance -Based Plan (PFF)	Responsible	Status of the implementation	Delivery date	Comments
Up to date, the CAR region has 148 international aerodromes, from which 98 are certified (66%)	PFF CAR AGA 02	ICAO NACC Regional Office /States	66%	2025	The AGA Task Force noted a slight slowdown in the growth of certified aerodromes in 2024 in the CAR region. In response, the Task Force recommended in 2024 the development of a 4-year project aimed at supporting States in certifying 30 international aerodromes in the CAR Region. The project proposal is under development.
There are 84 aerodromes that have implemented the RST	PFF CAR AGA 02	ICAO NACC Regional Office /States	56%	2025	In 2024, RST Go-Teams missions took place at El Salvador San Óscar Arnulfo Romero y Galdámez International Airport (MSLP) in El Salvador; Juan Santamaria International Airport (MROC) in Costa Rica; Jorge Chavez International Airport (SPJC) in Lima; Palmerola International Airport (MHPR), Juan Manuel Gálvez International Airport (MHRO) and Ramón Villeda Morales International Airport (MHLM) in Honduras.
Assistance was provided to NACC States and continues to be provided to the States that will receive soon an USOAP audit, such as Costa Rica.	PFF CAR AGA 02	ICAO NACC Regional Office /States	57%	OPEN	The assistance provided to Barbados, Costa Rica, Dominican Republic and Mexico is ongoing.
Global Reporting Format (GRF) for Runway Surface Conditions implementation plan by States/airports in the CAR region.	PFF CAR AGA 02	States	20%	OPEN	From 2023 to 2025, there is a significant increase in the number of international aerodromes in the Central American Region with GRF implemented. However, it is still a challenge for the Caribbean.

Project Deliverables	Relationship with the regional Performance -Based Plan (PFF)	Responsible	Status of the implementation	Delivery date	Comments
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.				

MCAAP ACTIVITY PROPOSAL FORM

Rev. MAR2024

MCAAP Proposal Activity N.

05 - 2024

Focus Area:

2 - Improve Regional Capacity and Efficiency

Event/Activity title:	Development of regional guidance material for States to align local Master Plans with National and Regional Plans.		
Problem statement (opportunity):	There is no regional guidance material to guide States on how to prepare their strategic airport development plans for the medium and long-term at a national and regional levels, in coordination with the Global Air Navigation Plan (GANP) requirements.		
Proposed solution (activity):	Hire 2 Subject Matter Expert (SME) to develop regional guidance material for States to align Local Master Plans with National and Regional Plans, and in observance of Doc 9184 Part 1 - Airport Planning Manual and Doc 9750 GANP. Each SME will be working virtually along 25 business days (for a total of 50 workload days funded by MCAAP).	Language of the event	Not applicable
		Requires interpretation	<input type="checkbox"/>
		Requires document translation	<input checked="" type="checkbox"/>
Objective:	Achieve sustainable growth of the regional civil aviation system, through integrated strategic planning at the national and regional level of the airports in the CAR region.	ICAO Strategic Objectives	NACC CAP 7.10
Justification:	The GREPECAS Member States approved under the F2 Project on Airport Planning (PPRC/5 Meeting), 4 work packages, each one related to a product expected by the project, among which is the guidance material for States to align local Master Plans with National and Regional Plans		
If the activity is a step of a larger action, describe the action	GREPECAS F2 Project on Airport Planning.		
Deliverables/expected outcomes:	Regional guidance material to support States in the development of their strategic plans and the Air Navigation Plan, Vol III, relating to the airport component.	Follow-up actions:	Webinar for dissemination and discussion of guidance material with States
States impacted by the activity:	All States in the CAR Region		Estimated impact on EI%: 1% AGA
Local (of execution of activity)	Personnel (representing cost to the Project)	Period/Duration (w/days)	Estimated cost to the Project
Virtual	2 Subject Matter Expert (SME)	50 working days	USD 20,000
Proponent	Details	Details	Details
RO/AGA ...	NIL	25 working days per SME	USD 8,750 salary per SME (considering USD 350 per day per SME)+ USD 2,500 for document translation

APPENDIX C
GREPECAS PROJECTS

F3	PROJECT DESCRIPTION (PD)	PROGRAMME	
ICAO Coordinator: ROs AGA	Project Title	Start date	End date
Project Leader (State): <i>Joel Cordero - PERÚ</i>	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 preparing the terrain for future implementations of advanced collaboration concepts, such as the Airport Collaborative Decision Making (A-CDM) and other operational efficiency improvements.		
Scope	Selected aerodromes in the CAR/SAM Regions		
Justification	<p>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.</p> <p>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:</p> <ol style="list-style-type: none"> 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). <p>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.</p>		

F3	PROJECT DESCRIPTION (PD)	PROGRAMME	
ICAO Coordinator: ROs AGA	Project Title	Start date	End date
Project Leader (State): <i>Joel Cordero - PERÚ</i>	Paving the future A-CDM through the implementation of Platform Management and SMGCS	Nov 2024	Nov 2028
Indicators	<ul style="list-style-type: none"> Percentage of international aerodromes that have implemented Apron Management services, among the ones that the necessity was determined. Percentage of aerodromes that have implemented or improved their SMGCS. Reduction in apron safety incidents. Improved break-in times and reduced surface delays. Increase in the operational capacity of the apron and maneuvering areas. GANP KPI01, KPI02, KPI09, KPI10, KPI 11, KPI13, KPI14, KPI21 		
Required Resources	<ul style="list-style-type: none"> 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. 		

Activity/Action	Deliverables	Deadline	Implementation Status (SAM)	Implementation Status (CAR)	Remarks
Initial assessment of the current apron management situation and SMGCS at selected aerodromes.	Evaluation report in the CAR and SAM Region	2025	0%	0%	
Determination of aerodromes where implementation of Apron Management is necessary and priority of implementation	1. Methodology for determining necessity for Apron Management 2. List of aerodromes where Apron Management is necessary, in order of priority	2025	0%	0%	

Activity/Action	Deliverables	Deadline	Implementation Status (SAM)	Implementation Status (CAR)	Remarks
Development of regional guides for the implementation of Platform Management services and improvement of SMGCS.	SMGCS Regional Guides	2026	0%	0%	
Pilot implementation of Apron Management services at selected airfields	1.List of priority aerodromes. 2. Report on the pilot case	2027	0%	0%	
Implementation or improvement of SMGCS in selected aerodromes.	1.Technical assistance missions. 2. Reports on results.	2028	0%	0%	
Development and realization of knowledge dissemination events	Workshop Webinar	2026	0%	0%	

— END —