



ICAO

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

WORKING PAPER

ANI/WG/5 — WP/22  
25/04/19

**Fifth NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG/5)**  
Mexico City, Mexico, 27 to 31 May, 2019

**Agenda Item 3: Global and Regional Air Navigation Developments**

**PRESENTATION OF DEFICIENCIES, CHALLENGES, AND REGIONAL OBJECTIVES IN THE AGA AREA**

(Presented by the Secretariat)

<b>EXECUTIVE SUMMARY</b>	
This working paper presents the progress in the correction of deficiencies with the assistance provided to States under the Systemic Assistance Programme (SAP), as well as the challenges and regional objectives in the Aerodromes and Ground Aids (AGA) area.	
<b>Action:</b>	Present to the ICAO NACC Regional Office the Aerodromes Certification Plans in each State/Territory and designate the aerodrome specialists in each Civil Aviation Authority.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li><li>• Air Navigation Capacity and Efficiency</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• Fourth Meeting of the Programmes and Projects Review Committee (PPRC/4), Lima, Peru, 12 to 14 July 2016</li><li>• Eighteenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/18), Punta Cana, Dominican Republic, 9 to 14 April 2018</li></ul>

**1. Introduction**

1.1 During the Eighteenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/18) held in Punta Cana, Dominican Republic, from 9 to 14 April 2018, the little progress was recognized by several States from the CAR region, because of a range of factors mainly related with human resources and the States commitment.

1.2 Also, it was evidenced the progress of a few States in the establishment of objectives based in the regional indicators instead of assign goals by State, and considering the load of the individual progress on this indicator. This is shown in the fact that the effort of only one State in each region could take the indicator to its goal, meanwhile the other States do not make the corresponding effort to achieve such goal, and which real intention is to establish the goal.

2. The correction of deficiencies with the assistance provided to States under the Systemic Assistance Programme (SAP) has led to favourable results due to the increase of the number of certified aerodromes because of the correction of the deficiencies and/or adoption or mitigation measures after the analysis carried out to each of the non-compliance and/or deviation of the corresponding standards.

2.1 As reference (RD 2017 presentation on NCLB) in May 2017, from 503 valid deficiencies in the air navigation areas, the number has reduced to 472 in September 2017, and such deficiencies are being reduced as the number of certified aerodromes increases as shown below:

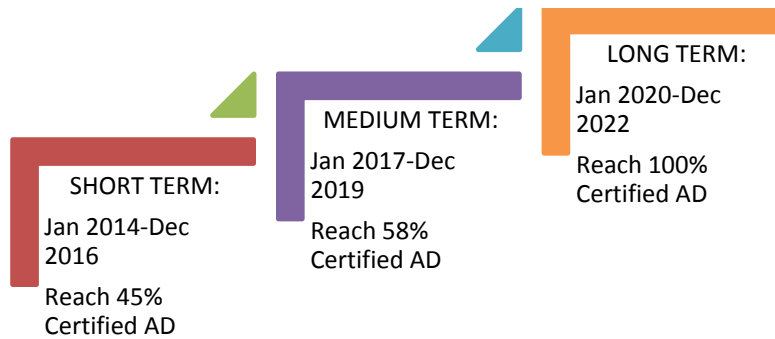
### 3. Implementation Status of Aerodrome Certification in the CAR region

3.1 The status of aerodrome certification in the CAR Region shows that from 151 international aerodromes designated in the eANP, 83 aerodromes were already certified by the Civil Aviation Authorities respectively. The number has increased from 43 aerodromes certified in March 2014 (meaning 28%) to 83 aerodromes certified up to dated (meaning 55%). In addition, in the CAR Region 20 aerodromes have started the certification process in 2018 and Mexico with a large number of international aerodromes is completing the certification of its 27 remaining aerodromes and will have the 62 aerodromes certified by the end of 2020.

# of Aerodromes per AOP Table	Certified Aerodromes (PPRC/4 , July 2016)	Certified Aerodromes (April 2019)	Current %	<i>Port-of-Spain Declaration Goal (2016)</i>
151	54	83	55%	48%

3.2 The performance indicator used is the percentage of certified aerodromes based on the selection and information provided by States (CAR Regional Aerodrome Certification Implementation Plan - CRACIP). This Plan is available at [http://www.icao.int/NACC/Pages/ES/edocs-aga\\_ES.aspx](http://www.icao.int/NACC/Pages/ES/edocs-aga_ES.aspx).

3.3 For the effective implementation of the aerodrome certification in the short, medium, and long-term, the following deadlines have been established:



4. The regional challenges in the AGA area are in the need that each State is aware of the burden of their individual progress in the regional goal and for such reason it assume its own responsibility in taking the efforts related to the aerodromes certification. Therefore, States are invited to commit to a certification plan in order to increase the certified aerodromes so the Standards and Recommended Practices (SARPs) effective implementation can be raised or maintained and support the regional goal.

4.1 For the effective implementation of the aerodrome certification requirement, a series of surveys and teleconferences were carried out with the States to identify the barriers delaying the certification. These surveys concluded that the majority of States had identified as main barriers the lack of an adequate mix of competencies in the personnel of both, the operator and inspectors, to carry out the certification process, and the non-compliance of the ICAO SARPs related to the physical characteristics in the aerodromes, especially in old aerodromes built before the regulatory requirement (at the end of the 50`s and 60`s).

4.2 Following-up Conclusion 18/19 from GREPECAS/18 it is proposed to the Meeting to extend the period for the presentation of the aerodrome certification plan to the ICAO NACC Regional Office by **28 June 2019**.

## 5. Suggested Actions

5.1 The Meeting is invited to:

- a) Take note of the information provided in this working paper; and
- b) send the aerodrome certification plan of each aerodrome in the eANP AOP Table to the ICAO NACC Regional Office by **28 June 2019**.