



ICAO

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

**Third North American, Central American and
Caribbean Working Group (NACC/WG)
Aerodromes and Ground Aids (AGA)
Implementation Task Force Meeting
(NACC/WG/AGA/TF/3)**

Draft Summary of Discussions

Tulum, Mexico, 18 to 20 June 2025

Prepared by the Secretariat

September 2025



ICAO

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

SUMMARY OF DISCUSSIONS

The designations employed and the presentation of material in this publication do not imply the expression of any opinion whatsoever on the part of ICAO concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontiers or boundaries.

Third North American, Central American and Caribbean Working Group (NACC/WG) Aerodromes and Ground Aids (AGA) Implementation Task Force Meeting (NACC/WG/AGA/TF/3)
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SUMMARY OF DISCUSSIONS

ii.1 Place and Date of the Meeting

The Third North American, Central American and Caribbean Working Group (NACC/WG) Aerodromes and Ground Aids (AGA) Implementation Task Force Meeting (NACC/WG/AGA/TF/3) was held at the Felipe Carrillo Puerto International Airport in Tulum, Mexico, from 18 to 20 June 2025.

ii.2 Opening

Mr. Fernando Camargo, Regional Officer, Technical Assistance/Aerodromes and Ground Aids Implementation Support Officer of the International Civil Aviation Organization (ICAO) Office of the North American, Central American and Caribbean (NACC) Regional Office provided opening remarks and thanked the Mexican Civil Aviation Federal Agency (AFAC) and *Grupo Mundo Maya* for hosting the meeting.

ii.3 Officers of the Meeting

The NACC/WG/AGA/TF/3 Meeting was held with the participation of Mrs. Maricruz Hernandez as Chairperson. Mr. Fernando Camargo served as Secretary of the Meeting, assisted by Mrs. Fabiana Todesco, Regional Officer, Strategic Planning Implementation, from the ICAO NACC and SAM Regional Offices respectively.

ii.4 Working Languages

The working languages of the Meeting were English and Spanish. The working papers, information papers and draft report of the meeting were available to participants in both languages.

ii.5 Schedule and Working Arrangements

It was agreed that the working hours for the sessions of the meeting would be from 09:00 to 16:00 hours daily with adequate breaks.

ii.6 Agenda

Agenda Item 1: Adoption of the Provisional Agenda and Schedule

Agenda Item 2: Follow-up to the conclusions and decisions of the NACC/WG/AGA/TF

Agenda Item 3: Projects, Initiatives and Challenges on Safety

Agenda Item 4: Projects, Initiatives and Challenges on Airport Capacity and Efficiency

Agenda Item 5: Other Business

ii.7 Attendance

The Meeting was attended by 10 States/Territories from the CAR Region and 1 International Organization, totalling 34 delegates as indicated in the list of participants contained in the **Appendix**.

ii.8 Draft Conclusions and Decisions

The Meeting recorded its activities as Draft Conclusions and Decisions as follows:

DRAFT

CONCLUSIONS: Activities requiring endorsement by the NACC Working Group (NACC/WG).

DECISIONS: Internal activities of the NACC/WG/AGA/TF.

ii.9 List of Draft Conclusions and Decisions

Draft Conclusions

Number	Title	Page
C/3	ANALYSIS OF THE EFFECTIVE OF RST	10
C/4	UPDATE LIST OF DEFICIENCIES IN THE AGA AREA	18

Decisions

Number	Title	Page
D/1	AGA WORK PROGRAMME UPDATE	7
D/2	INTERNATIONAL AERODROMES INFORMATION UPDATE	9
D/5	COMPLETION OF THE QUESTIONNAIRE ON THE ACR-PCR METHODOLOGY	19

ii.9 List of Working and Information Papers and Presentations

Refer to the Meeting web page:

<https://www.icao.int/NACC/Pages/meetings-2025-agatf3.aspx>

LIST OF WORKING, INFORMATION PAPERS AND PRESENTATIONS

(Presented by the Secretariat)

WORKING PAPERS				
Number	Agenda Item	Title	Date	Prepared and Presented by
WP/01	1	Agenda and Schedule	16/05/25	Secretariat
WP/02	2	Follow-Up to the Conclusions and Decisions of the NACC/WG/AGA/TF	13/06/25	Secretariat
WP/03	3	Report on the Status of RST Implementation Projects	11/06/25	Secretariat
WP/04	3	Aerodromes Certification and Safety	13/06/25	Secretariat
WP/05	4	Surface Movement Guidance and Control Systems (SMGCS) under GREPECAS	16/06/25	Secretariat
WP/06	4	Projects to support aerodrome planning and VOL III RANP	7/06/25	Secretariat
WP/07	5	List of Deficiencies in the AGA Area	20/06/25	Secretariat

INFORMATION PAPERS				
Number	Agenda Item	Title	Date	Prepared and Presented by
IP/01	--	List of Working, Information Papers and Presentations	17/06/25	Secretariat

NACC/WG/AGA/TF/3
Summary of Discussions

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INFORMATION PAPERS

Number	Agenda Item	Title	Date	Prepared and Presented by
IP/02	2	Updates on the AGA Dashboards	13/06/25	Secretariat

PRESENTATIONS

Number	Agenda Item	Title	Presented by
1	4	Preparation for the USOAP CMA audit of the State of Costa Rica	Costa Rica
2	4	What is the Central American Aeronautical Safety Agency (ACSA)?	COCESNA
3	4	Mandatory and Voluntary Occurrence Reporting and Notification Obligations at Aerodromes	Secretariat
4	4	Mexican State's Attention to ICAO International Audit	Mexico
5	3	Airport Certification in Mexico	Mexico
6	4	Evolution of GREPECAS F3 Project: Adapting to Regional Realities	Secretariat
7	3	Runway Safety Team	Mexico
8	3	Mexico and Wildlife Hazard Management Programme (PGPAFS)	Mexico
9	3	NACC Aerodromes and Ground Aids (AGA)	ACI-LAC

Agenda Item 1 Adoption of the Provisional Agenda and Schedule

1.1 The Secretariat presented WP/01 inviting the Meeting to approve the provisional agenda and schedule. The Meeting approved the agenda and schedule.

1.2 In addition, the Secretariat invited the Meeting to take note of IP/01 Rev., which contains the list of working papers, information papers and presentations.

Agenda Item 2 Follow-up to the conclusions and decisions of the NACC/WG/AGA/TF

2.1 Under WP/02, the Secretariat presented the follow-up and status of the Conclusions and Decisions regarding the NACC/WG/AGA/TF/2 Meeting, according to the table below.

Conclusion / Decision	Target date	Responsible	Status/ Follow-up 2025
<p>DECISION NACC/WG/AGA/TF/2/01 APPROVAL OF THE AGA PROGRAMME UPDATE That, to achieve implementation goals in the AGA area in the NAM/CAR Regions, the AGA Task Force approve the updated AGA Programme presented at Appendix A of the NACC/WG/AGA/TF/2 final report.</p>	Immediately	States ICAO	Completed.
<p>DECISION NACC/WG/AGA/TF/02/02 NEW ACTIVITIES FOR AGA TASK FORCE PLANNING That, the AGA Task Force (TF) organize the following new AGA Programme activities through webinars in 2025:</p> <ul style="list-style-type: none"> i. Aircraft Classification Rating – Pavement Classification Rating (ACR-PCR) Method; ii. Aerodrome Planning; iii. New Obstacle surfaces; and iv. Regulatory impact analysis. 	NACC/WG/TF/3	NACC/WG AGA/TF	i – Completed. ii to iv - Reschedule for 2026.

Conclusion / Decision	Target date	Responsible	Status/ Follow-up 2025
<p>DECISION NACC/WG/AGA/TF/02/03 DEVELOPMENT OF MONITORING REPORT FOR THE AGA PROGRAMME</p> <p>That, to monitor the evolution of the results obtained through the activities and projects, the AGA/TF Coordinator develop a template for the Monitoring Report by the NACC/WG/AGA/TF/03 meeting.</p>	NACC/WG/TF/3	ICAO	Valid Reschedule for NACC/WG/TF/4.
<p>DRAFT CONCLUSION NACC/WG/AGA/TF/02/04 That, The GRF Project is considered approved (Appendix C to the final report).</p>	Immediately	States ICAO	Completed It is going to be endorsed at the NACC/WG/10 meeting.
<p>DECISION NACC/WG/AGA/TF/02/05 APPROVAL OF THE AERODROMES CERTIFICATION AND SAFETY PROJECT GANTT CHART</p> <p>That,</p> <p>a) The AGA/TF approve the framework of activities of the AGA Certification and Safety Project (Appendix D to the final report); and</p> <p>b) ICAO prepare the “AGA Certification and Safety Project” documentation by 28 February 2025.</p>	a) Immediately b) February 2025	States ICAO	a) Completed. b) Reschedule for NACC/WG/TF/4.
<p>DRAFT CONCLUSION NACC/WG/AGA/TF/02/06 PROMOTING THE IMPLEMENTATION OF AIRPORT CONSULTATIVE COMMITTEES</p> <p>That, AGA/TF members promote the use of Guide for Airport Consultative Committees in their international aerodromes and inform of the aerodromes that have started implementing the committee at the next AGA/TF/3 meeting.</p>	AGA/TF/3	States	Completed

2.2 During the discussion of Decision NACC/WG/AGA/TF/02/02, the Secretariat reported that the ICAO Strategic Plan 2026 - 2050 was approved by the Council. This plan defines the Vision, Mission, Three Essential Aspirations, Strategic Goals, and High Priority Enablers, and can be accessed at [Strategic Plan 2026 - 2050](#) or using the QR code below.

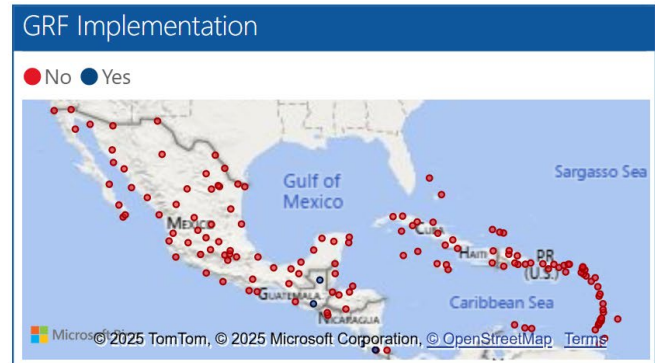
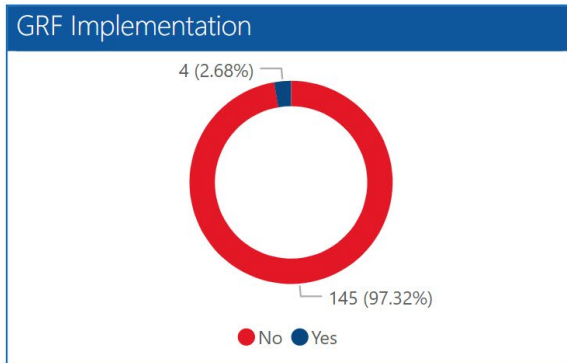
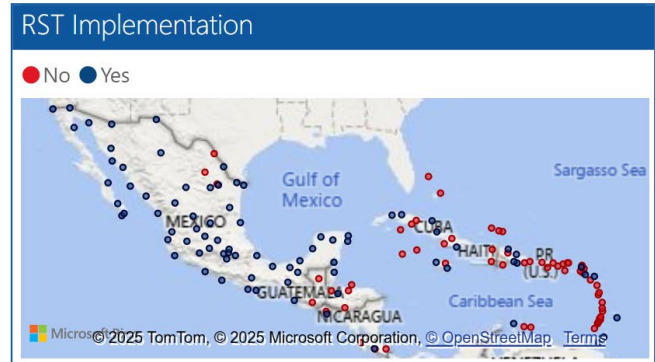
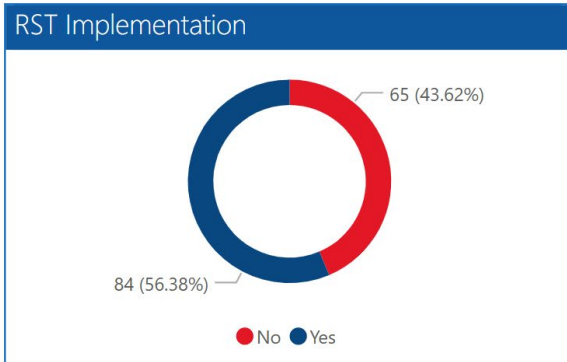
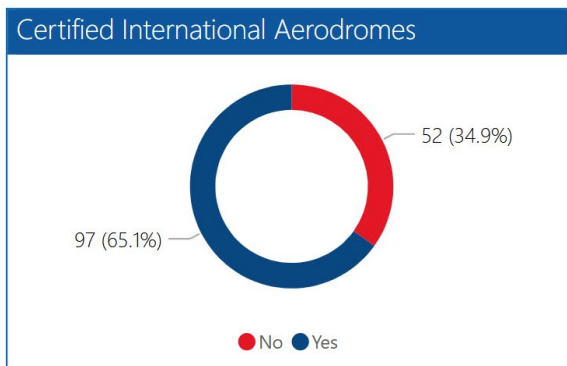


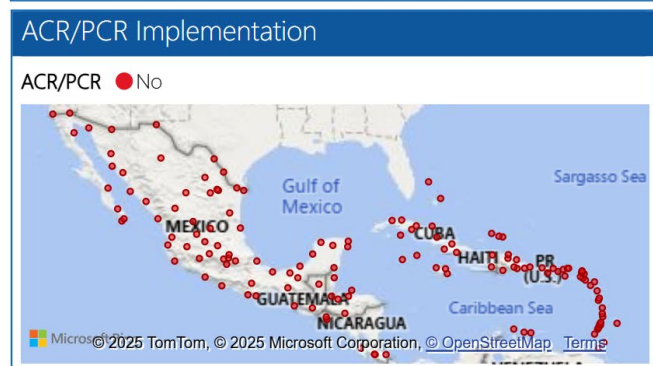
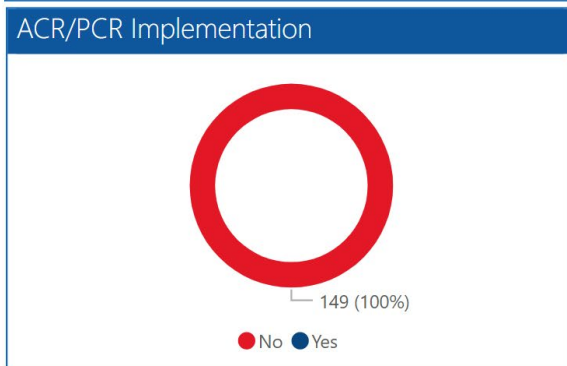
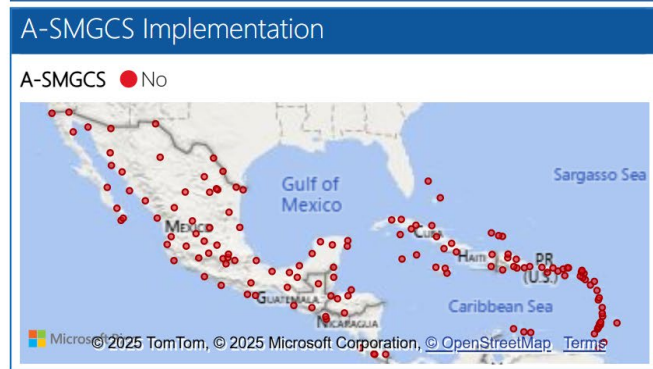
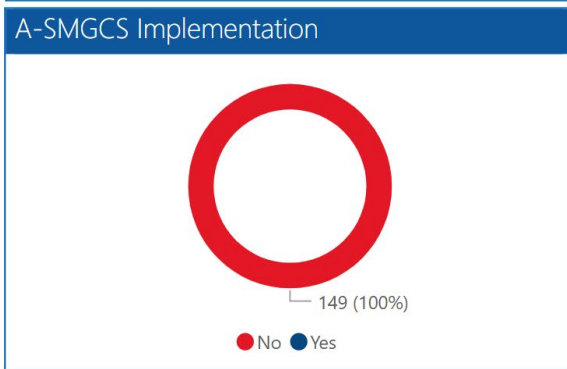
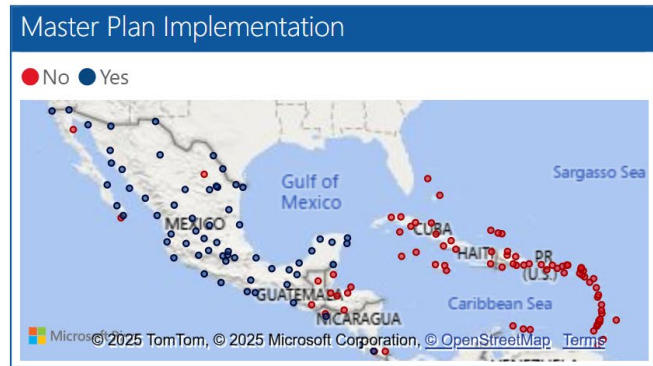
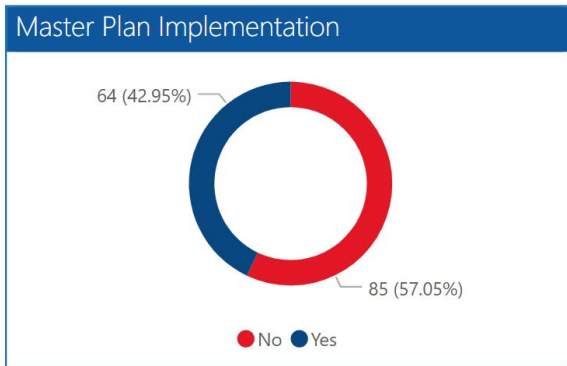
2.3 In addition, ICAO published its Business Plan for 2026 – 2028, outlining the expected outcomes, outputs, activities, and performance indicators for the next three years. In this context, the Meeting discussed the need to update the AGA Programme to align with ICAO’s new strategic direction and approved the following Decision:

DECISION	
NACC/WG/AGA/TF/3/01	AGA WORK PROGRAMME PROGRAMME UPDATE
<p>What:</p> <p>That, considering the approval of the ICAO Strategic Plan 2026–2050 and the Business Plan for 2026–2028, the NACC/WG/AGA/TF in coordination with the Secretariat shall update the AGA Work Programme by the AGA/TF/04.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical</p>
<p>Why:</p> <p>To keep the AGA Programme for the CAR Region compliant with the ICAO Strategic Plan 2026–2050.</p>	
<p>When: By AGA/TF/04</p>	<p>Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p>Who: <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>	

2.4 Under IP/02, the Secretariat presented the progress of the AGA Dashboards, which are accessible via the Integrated Safety Trend Analysis and Reporting System (iSTARS 4.0) at [iSTARS 4.0](#). These dashboards provide a clear overview of the implementation and compliance levels for:

- Aerodrome Certification;
- Runway Safety Teams (RSTs);
- Global Reporting Format for runway surface conditions (GRF);
- Master Plans;
- Advanced Surface Movement Guidance & Control System (A-SMGCS); and
- Aircraft Classification Rating / Pavement Classification Rating (ACR/PCR).





2.5 The Meeting noted the information and agreed on the following Decision:

DECISION	
NACC/WG/AGA/TF/3/02	INTERNATIONAL AERODROMES INFORMATION UPDATE
<p>What:</p> <p>That, considering the importance of having up-to-date information on the status of international aerodromes in the NAM/CAR Regions, the focal points designated by States are to inform ICAO by email of updated data on their international aerodromes for inclusion in the AGA Scorecard, via the following address: nacc-aga@icao.int. This information should include information related to aerodrome certification, RST, GRF, Master Plan, A-SMGCS, and ACR/PCR, and report it to AGA/TF/4.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical</p>
<p>Why:</p> <p>Ensure the availability of accurate and up-to-date information on international aerodromes in the NACC Region, strengthening operational safety, air navigation capacity, and the economic development of air transport.</p>	
<p>When: Continuous, AGA/TF/04</p>	<p>Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p>Who: <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>	

Agenda Item 3 Projects, Initiatives and Challenges on Safety

3.1 Under WP/03, the Secretariat presented the progress of two projects related to Runway Safety Team (RST) implementation, viz:

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

3.2 At the start of both projects, the baseline for the CAR Region was 50% (73 out of 149). Current figures for 2025 show that this percentage has risen to 56% (84). However, some States and aerodrome operators, while reporting RST implementation, cannot demonstrate that their RSTs are active, effective, or compliant with ICAO and international recommendations, including tangible results and outcomes to reduce runway safety risks.

3.3 Therefore, the Meeting approved the following Draft Conclusion to assess the effectiveness of the RSTs implemented across the CAR Region.

DRAFT CONCLUSION	
NACC/WG/AGA/TF/3/03	ANALYSIS OF THE EFFECTIVENESS OF RST
<p>What:</p> <p>That, considering the lack of information on the efficiency of implemented RSTs in the region, each State, through its AGA focal point, request the respective international aerodrome operators to complete the questionnaire presented in the Appendix to WP/03 by 29 September 2025 and inform ICAO on the results.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical</p>
<p>Why:</p> <p>Although RSTs have been established in various locations, further efforts are needed to ensure they operate actively, effectively, and in line with ICAO guidance, so as to maximise their impact on runway safety risk reduction.</p>	
<p>When: By 29 September 2025.</p>	<p>Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p>Who: <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:</p>	<p>PoC AGA/TF; International aerodrome operators</p>

3.4 The aforementioned questionnaire presented in WP/03, it could be accessed via the QR code or link below.



<https://forms.office.com/r/F3Ef5h8624>

3.5 Under NE/03, Mexico presented its approach to runway safety, effective from 15th December 2023, through the establishment of RSTs. This initiative is regulated by the new *Circular CO SA-5.01/23*, which replaces the previous 2014 circular. The new regulation outlines the structure, responsibilities, and operational procedures for RSTs at aerodromes, aligning with ICAO standards and incorporating guidance from *Annex 14, Doc 9870, Doc 9981*, and national laws.

3.6 RSTs are responsible for identifying and mitigating a wide range of runway safety issues, including incursions, excursions, abnormal contacts, bird strikes, and foreign object debris. Implementation guidelines include detailed appendices such as checklists, meeting agendas, risk management formats, and critical location identification. Each RST comprises key stakeholders from airport administration, air navigation services, and other service providers, and meets at least every two months. AFAC oversees the effectiveness of RST activities and verifies risk assessments through Safety Management System (SMS) inspections. The primary goals are to maintain runway safety risks at acceptable levels, promote a safety culture at airports, and ensure timely and effective risk management.

3.7 Under WP/04, the Secretariat presented the status of aerodrome certification in the CAR Region for 2025. Out of 148 total international aerodromes, 98 are now certified, representing 66% (see the table below).



3.8 In addition, the Secretariat reported on projects with allocated resources to provide technical assistance for the certification of international aerodromes within the Organisation of Eastern Caribbean States (OECS) States, viz:

- Aerodrome regulation and guidance material for Eastern Caribbean Civil Aviation Authority (ECCAA).
- Aerodrome Certification iPack for ECCAA / Saint Lucia Airports; and
- Technical assessment of the Certification of Aerodromes in OECS States (in development).

3.9 It's important to highlight that 14 international aerodromes within the OECS States remain uncertified. Certifying these aerodromes would significantly help the CAR Region achieve its target of 85% certified international aerodromes.

3.10 Under P/05, Mexico presented its airport certification process, as established by the *Agencia Federal de Aviación Civil* (AFAC). This process outlines the regulatory framework, objectives, and a five-phase procedure required to obtain a civil aerodrome certificate for public service, thereby ensuring compliance with operational safety standards aligned with ICAO Annex 14. According to Mexico, their certification process involves document submission, aeronautical studies, participation from inspection units, on-site verifications, and final approval. The *Aerodrome Manual* is identified as a key document, supported by three accredited inspection units throughout the process.

3.11 In addition, and also under IP/05, Mexico informed that by 2024, 50 out of 55 international airports with regular commercial aviation in Mexico had been certified, representing 90.9%. Five airports—Acapulco, Mexico City (AICM), Puerto Escondido, Nogales, and Palenque—are scheduled for certification in 2025. Challenges to certification include physical, environmental, financial, and political factors. Overall, the report demonstrates Mexico's commitment to achieving full compliance with international aerodrome certification standards.

3.12 Guatemala reported on the status of the certification process for its two international aerodromes, both currently in Phase 3, which involves document review. Certification for both aerodromes is expected to be completed by 2025. Honduras also reported that its international aerodrome (MHPR) is in Phase 4, involving on-site verification, with certification anticipated in 2025.

3.13 Moreover, Bahamas reported that its main international aerodrome (MYNN) is already certified, while its other international aerodrome (MYGF) remains uncertified due to challenges related to compliance with aerodrome design and operational standards.

3.14 Under P/01, Costa Rica presented its preparation for the audit under the Universal Safety Oversight Audit Programme- Continuous Monitoring Approach (USOAP-CMA) audit, scheduled for 22 October 2025, with full scope coverage. The presentation highlighted past audit results, noting significant improvement in Effective Implementation (EI), reaching 88.3% overall, with 71.76% EI in the AGA area. The AGA domain comprises 153 Protocol Questions (PQs), representing 18% of total PQs. Preparatory efforts include self-assessment, evidence validation, updates to legislation, compliance with ICAO Annex 14, and aerodrome certification follow-up.

3.15 Costa Rica reported that identified challenges include a high number of PQs requiring new or long-term evidence, legislative gaps, limited staff availability, and delayed aerodrome certifications (MRLB, MRPV, and MRLM). Specific obstacles include the need to publish Pavement Classification Ratings (PCRs), implement Runway Safety Teams (RSTs), and address personnel shortages.

3.16 Also under P/01, Costa Rica reported on technical assistance from ICAO, including RST implementation support at MROC and MRLB. Best practices from Costa Rica include transverse runway grooving at MROC, which has documented friction improvements, the acquisition of four new firefighting vehicles with fluorine-free foam systems, and training webinars on runway incursion prevention.

3.17 Under IP/04, Mexico presented the actions taken by the Mexican State in preparation for and in response to the ICAO USOAP. It detailed the pre-audit phase led by the AFAC, which included training, updates to the Online Framework (OLF), self-assessment, and simulations. The audit was conducted in two phases between February and March 2024, covering eight audit areas. Following the audit, AFAC developed and submitted Corrective Action Plans (CAPs) to ICAO by October 2024. The post-audit strategy includes phased implementation of CAPs from 2025 to 2027, involving resource allocation, technical simulations, and on-site validation. ICAO Headquarters will validate the CAPs, while the ICAO NACC Regional Office continues to support implementation. The goal is to improve the EI of Mexico's safety oversight system and address audit findings efficiently.

3.18 Under IP/02, COCESNA introduced its Central American Aeronautical Safety Agency (ACSA), a specialised technical body responsible for enhancing civil aviation safety in its member States. ACSA functions as a Regional Safety Oversight Organisation (RSOO), supporting member Civil Aviation Authorities (CAAs) with safety surveillance, certification processes, training, and the development of harmonised regulations and guidance material.

3.19 ACSA's assistance spans all ICAO audit areas, with a strong focus on USOAP-CMA preparation, documentation, and post-audit support, including Corrective Action Plans (CAPs). ACSA also provides technical support for aerodrome certification, offering guidance on manual development, inspector training, and on-site verifications. The agency has played a key role in standardising certification processes across the region, developing checklists and manuals, and integrating them into SIAR evo software for surveillance management.

3.20 As of this report, 10 out of 15 international airports in the region are undergoing certification processes with ACSA's support. Additionally, ACSA collaborates with the Central American Institute of Aeronautical Training (ICCAE) for inspector training and offers on-the-job training when required by States.

3.21 Under presentation P/09, ACI-LAC outlined the organisation's ongoing efforts in three key areas: runway safety, wildlife hazard management, and aerodrome certification.

3.22 Regarding runway safety, ACI-LAC emphasised the importance of aligning regional initiatives with the ICAO Global Runway Safety Action Plan. Notable challenges identified included limited stakeholder participation and the absence of implementation structures at small and medium-sized airports. To address these gaps, ACI-LAC proposed the reactivation of the Runway Safety Team (RST) Working Group and the implementation of RSTs in ten targeted airports by December 2026.

3.23 In the area of wildlife hazard management, ACI-LAC encouraged States to establish national fauna committees, strengthen cooperation with CARSAMPAF, and modernise incident reporting methodologies to ensure improved detection and mitigation.

3.24 With respect to aerodrome certification, ACI-LAC reported persistent challenges related to insufficient regulatory support, inconsistent application of ICAO SARPs, and the lack of harmonised oversight tools. As part of its strategy to support States and airport operators, ACI-LAC promoted the use of the Airport Excellence (APEX) in Safety Programme, which has facilitated over 145 safety reviews globally. The APEX Programme provides tailored assistance through peer reviews, gap analyses, Safety Management System (SMS) implementation support, and training on safety risk management and aerodrome certification processes. Post-review actions include follow-up plans, thematic workshops, and access to a network of global experts in airport safety.

3.25 Under presentation P/03, the Secretariat presented the mandatory and voluntary occurrence reporting and notification obligations at aerodromes. The presentation focused on clarifying ICAO provisions, aiming to enhance safety communication and regulatory compliance. It outlined the key differences between "notification" (a formal obligation to inform the accident investigation authority) and "reporting" (a broader safety data exchange within Safety Management Systems (SMS) or national systems). The content referenced key ICAO documents, including *Annexes 13 and 19, Doc 9756, Doc 9859, and Doc 9981*, emphasising legal standards and processes.

3.26 The presentation explained the roles of mandatory and voluntary reporting systems, highlighting their benefits for safety management and the importance of national regulatory frameworks and harmonised procedures. Aerodrome (AGA) inspectors are encouraged to support national implementation, promote harmonisation among aerodromes, and ensure operator compliance through oversight and certification.

3.27 Under presentation P/03, the Secretariat outlined the Mandatory and Voluntary Occurrence Reporting and Notification Obligations at Aerodromes. This presentation aimed to clarify ICAO provisions, enhancing safety communication and regulatory compliance. It detailed the distinctions between "notification" – a formal obligation to inform the accident investigation authority – and "reporting" – a broader safety data exchange within SMS or national systems.

3.28 The content referenced key ICAO documents, including *Annexes 13 and 19, Doc 9756, Doc 9859, and Doc 9981*, emphasising legal standards and processes. It explained the roles of mandatory and voluntary reporting systems, highlighting their benefits for safety management and the importance of national regulatory frameworks and harmonised procedures. AGA inspectors are encouraged to support national implementation, promote harmonisation among aerodromes, and ensure operator compliance through oversight and certification.

3.29 Under presentation P/08, Mexico showcased its Wildlife Hazard Management Programme (PGPAFS), established via regulatory frameworks, including Circular CO SA-10/22. This programme mandates all civil aerodromes to implement procedures to mitigate operational risks posed by wildlife.

3.30 The PGPAFS incorporates risk assessments, wildlife monitoring, habitat studies, training, and data reporting. Oversight is conducted through the Safety Management System (SMS), with non-compliance findings addressed via approvals and follow-up actions. The national reporting procedure involves aerodrome operators, air traffic services, and airport commands, with data centralised for analysis. As of 2025, efforts are underway to achieve 100% implementation nationwide. The programme promotes awareness, mandatory reporting, and data-driven safety measures, reinforcing Mexico's commitment to enhancing operational safety whilst protecting wildlife.

Agenda Item 4 Projects, Initiatives and Challenges on Airport Capacity and Efficiency

4.1 Under working paper WP/05, the Secretariat highlighted *Conclusion GREPECAS/22/13*, in which States and Territories approved the revised version of the *CAR/SAM F3 Project*. This project proposes a new approach for the Surface Movement Guidance and Control System (SMGCS).

Activity/Action	Deliverable Outcomes	Delivery Date
Initial assessment of the current apron management and SMGCS situation at selected aerodromes.	Assessment Report in the CAR and SAM Regions	2025
Determining the aerodromes where apron management is needed and prioritizing their implementation.	1. Methodology to determine the need for apron Management 2. List of Aerodromes requiring apron management in order of priority	2025
Developing regional guidelines for the implementation of Apron Management services and improving SMGCS.	SMGCS Regional Guidelines	2026
Pilot implementation of Apron Management services at selected aerodromes.	1. List List of Priority Aerodromes. 2. Report on the Pilot Case	2027
Implementing or improving SMGCS at selected aerodromes.	1. Technical Assistance Missions. 2. Report on the results.	2028
Developing and conducting knowledge dissemination events.	Workshop Webinar	2026

4.2 In addition to NE/05, the Secretariat explained, through P/06 that the GREPECAS F3 Project underwent a strategic reorientation to better align with the realities of the CAR/SAM Regions. Initially, the project focused on implementing Airport Collaborative Decision Making (A-CDM) based on the European model. However, it faced limited progress due to the absence of key Air Traffic Flow Management (ATFM) systems in the region.

4.3 A regional assessment revealed that essential A-CDM prerequisites – such as slot restrictions and ground delay programmes – were not present, rendering the initial approach unsuitable. Consequently, the project now prioritises Apron Management Services and Surface Movement Guidance and Control Systems (SMGCS) as foundational elements. This is in accordance with Annex 14, Volume I, PANS-Aerodromes (Doc 9981), Doc 9137, Part 8, and Doc 9476. The phased methodology of the GREPECAS F3 Project emphasises assessment, capacity building, pilot implementation, and regional deployment. This approach ensures safety, efficiency, and capacity enhancements using existing infrastructure, supported by ICAO standards and collaborative stakeholder engagement.

4.4 Under WP/06, the Secretariat presented projects designed to support aerodrome planning and the development of *Volume III of the CAR/SAM Air Navigation Plan (ANP)*, in accordance with Conclusion GREPECAS/22/02 and Decision GREPECAS/22/19. To support States and international aerodromes from the CAR Region in developing master plans, the Multi-Regional Civil Aviation Assistance Programme (MCAAP) has approved the following projects:

-
- Development of regional guidance material for States to align local Master Plans with National and Regional Plans;
- Development of regional guidance material to support States in the cost-benefit analysis process within the Global Air Navigation Plan (GANP) six-step methodology, for the preparation of Volume III of the Regional Air Navigation Plan; and
- Support for the development of GANP KPIs for CAR/SAM eANP, VOL III at aerodromes.

Agenda Item 5 Other Business

5.1 Under working paper WP/07, the Secretariat presented the status of the list of deficiencies in the air navigation field. Specifically, the list of deficiencies within the AGA field for the NACC States comprises 63 deficiency items. These have been identified in eight States and date from 2000 to 2022, as illustrated in the tables below:

DEFICIENCIES PER STATE	
State A	1
State B	2
State C	2
State D	4
State E	6
State F	8
State G	10
State H	30
Total	63

DEFICIENCIES REPORTED PER YEAR	
2000	2
2009	3
2017	6
2018	41
2020	1
2022	10
Total	63

5.2 Considering that these deficiencies were recorded a long time ago, it is very likely that many, if not all, have already been resolved. Consequently, the Secretariat invited States to verify the current status of these deficiencies, allowing the update of the database.

5.3 The information, to be provided to the Secretariat, should include, amongst other things: a description of each existing deficiency, the respective corrective action plan, supporting documentation, photographs, and so forth.

5.4 The Secretariat has informed that all deficiencies in the database that are not ratified by the State will be considered resolved and eliminated from the database.

5.5 To support the update of this list of deficiencies in the AGA area, the Meeting approved the following Draft Conclusion

DRAFT CONCLUSION	
NACC/WG/AGA/TF/3/04	UPDATE LIST OF DEFICIENCIES IN THE AGA AREA
<p>What:</p> <p>That, considering the information on the list of Aerodromes and Ground Aids (AGA) deficiencies from NACC States may no longer accurately reflect the present situation, State AGA Focal Points inform the Secretariat by email (nacc-aga@icao.int), by 31 October 2025, the current status of each deficiency, providing supporting evidence (e.g., photographs and relevant documentation) for any deficiencies in the AGA area that still exist, with the understanding that any unratified deficiencies will be removed from the database.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical</p>
<p>Why:</p> <p>To ensure the list of AGA deficiencies is reviewed and updated accordingly.</p>	
<p>When: By 31 October 2025</p>	<p>Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p>Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>	

5.3 The Secretariat reported that it has developed a questionnaire to assess global trends and challenges regarding the implementation of the Aircraft Classification Rating – Pavement Classification Rating (ACR-PCR) method, as established by Amendment 15 to Annex 14, Volume I. This survey aims to solicit relevant information from States, based on which collective further actions will be planned, as needed, to support implementation.

5.4 In this context, the Secretariat reiterated the need for AGA focal points to complete the questionnaire on the implementation of the ACR-PCR methodology. The survey can be accessed via the link or QR code below, and it can be completed using either a computer or a smartphone. The deadline for the survey is **12 September 2025**.



<https://forms.office.com/Pages/ResponsePage.aspx?id=QjYJ5mP7u0iGg9HV2ioS6vU9CkoJ0cNMqbowdpHfOFIUNUVEV0VFS1MzOFBNVEIVRFdVMFBEMzNROC4u>

5.5 As a result of the discussions, the Meeting agreed the following Decision:

DECISION	
NACC/WG/AGA/TF/3/05	COMPLETION OF THE QUESTIONNAIRE ON THE ACR-PCR METHODOLOGY
<p>What:</p> <p>That AGA focal points of States complete the questionnaire developed by the Secretariat to assess trends and challenges related to the implementation of the Aircraft Classification Index Method—Pavement Classification Index (ACR-PCR), established in Amendment 15 to Annex 14, Volume I; the questionnaire can be completed online using the link or QR code provided and must be submitted no later than 12 September 2025.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical</p>
<p>Why:</p> <p>To enable ICAO to gather relevant information from States to plan future collective actions to support the implementation of the ACR-PCR method, facilitating harmonization and operational safety in the region and globally.</p>	
<p>When: By 12 September 2025</p>	<p>Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p>Who: <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>	

Third North American, Central American and Caribbean Working Group (NACC/WG) Aerodromes and Ground Aids (AGA) Implementation Task Force Meeting) — General Information Tercera Reunión del Grupo de Trabajo de Implementación de Aeródromos y Ayudas Terrestres (AGA) del Grupo de Trabajo de Norteamérica, Centroamérica y Caribe (NACC/WG) (NACC/WG/AGA/TF/3)

Tulum, Mexico, 18 to 20 June 2025 / Tulum, México, 18 al 20 de junio de 2025

APPENDIX / APÉNDICE

LIST OF PARTICIPANTS / LISTA DE PARTICIPANTES

BAHAMAS

1. Birthlon Newbold

BARBADOS

2. Gail M Clarke

COSTA RICA

3. Luis Alberto Torres
Núñez

CUBA

4. Jonás Milhet

DOMINICAN REPUBLIC

5. Carmen Aleida Guzmán
Negrin
6. Ernesto De La Cruz
Vargas
7. Francisco José Peña Rivas

EL SALVADOR

8. Elder Ivan Santos Avelar

GUATEMALA

9. Jimmy Roberto Iboy
Fajardo

10. Julio Roberto Gálvez
Mendizabal

HONDURAS

11. Juan Manuel Reyes

MEXICO

12. Dr. Miguel Enrique Vallin
Ozuna

13. Maricruz Hernadez
García

14. Atzin Tonatiuh Pérez
Castellanos

15. Eduardo Isaías Escobar
Martínez

16. Eric Mario Barrera
Villalobos

17. Erik Avelino García
Hernández

18. Héctor Fabian Cortés
Alvarez

19. Javier Diego Campillo

20. Jonathan Enrique
Ramírez Sánchez

21. Jorge Dagur Espejel
Márquez

22. José Ángel Salazar
Rodríguez

23. Nahomi Karen Ramírez
Pérez

24. Jocelin Vilchis Banderas

25. Pedro Ruiz Otero

26. Jesús Juárez Rodriguez

27. José Pablo Lara Robles

28. Angel Carrasco

29. José Rafael Bernal Padilla

TURKS AND CAICOS

30. Floyd Lyndon Ingham

31. Onward Roland Hamilton

COCESNA

32. Herbert Wedel

ICAO / OACI

33. Fernando Camargo

34. Fabiana Todesco

LIST OF PARTICIPANTS / LISTA DE PARTICIPANTES

Name / Position Nombre / Puesto	Administration / Organization Administración / Organización	Telephone / E-mail Teléfono / Correo-e
Bahamas		
Birthlon Newbold Aerodrome Safety Officer 1	Civil Aviation Authority	Tel. 1-242-397-4700 E-mail birthlon.newbold@caabahamas.com
Barbados		
Gail M Clarke Aerodrome Inspector	Civil Aviation Authority	Tel. 12465350006 E-mail Gail.clarke@bcaa.gov.bb
Costa Rica		
Luis Alberto Torres Núñez Jefe, Unidad de Supervisión de Aeródromos	Dirección General de Aviación Civil	Tel. +506 2242-8175 E-mail Ltorres@dgac.go.cr
Cuba		
Jonás Milhet Director, Dirección de Aeródromo IACC	Instituto de Aeronáutica	Tel. 53 7 838-1127 E-mail jonas.milhet@iacc.avianet.cu
Dominican Republic / República Dominicana		
Carmen Aleida Guzmán Negrín Inspector de Aeródromos	Instituto Dominicano de Aviación Civil	Tel. 1 809-274-4322 ext 2130 E-mail carmen.guzman.n@idac.gov.do
Ernesto De La Cruz Vargas Encargado Departamento de Vigilancia de la Seg. Operacional SNA/AGA	Instituto Dominicano de Aviación Civil	Tel. 809-274-4322 * 2193 E-mail Edelacruz@idac.gov.do
Francisco José Peña Rivas Encargado del Departamento de Infraestructuras y Certificaciones de Aeródromos, Aeropuertos y Helipuertos	Instituto Dominicano de Aviación Civil	Tel. 1 809 274 4322 Ext. 2306 E-mail francisco.pena@idac.gov.do
El Salvador		
Elder Ivan Santos Avelar INSPECTOR DE SEGURIDAD OPERACIONAL DE AERODROMOS	Autoridad de Aviación Civil	Tel. (+503) 2565-4469 E-mail esantos@aac.gob.sv
Guatemala		
Jimmy Roberto Iboy Fajardo Inspector de Aeródromos	Dirección General de Aviación Civil	Tel. +502 2321-5000 E-mail iboyjimmy@gmail.com
Julio Roberto Gálvez Mendizabal jefe sección AGA	Dirección General de Aviación Civil	Tel. 502 23215225 E-mail julio.galvez@dgac.gob.gt

Name / Position Nombre / Puesto	Administration / Organization Administración / Organización	Telephone / E-mail Teléfono / Correo-e
Honduras		
Juan Manuel Reyes Jefe Departamento de Certificación y Vigilancia de Aerodromos	Agencia Hondureña de Aviación Civil	Tel. +5042234-0263 E-mail jmreyes@ahac.gob.hn
Mexico		
Dr. Miguel Enrique Vallin Ozuna Director General	Agencia Federal de Aviación Civil	Tel. E-mail
Maricruz Hernandez García Directora de Aeropuertos	Agencia Federal de Aviación Civil	Tel. 5557239300 Ext. 18142 y 18037 E-mail maricruz.hernandez@afac.gob.mx
Atzin Tonatiuh Pérez Castellanos Supervisor de Ingeniería Civil	AI Tulum	Tel. 5542938172 E-mail sup.civilymtto8@aitulum.com.mx
Eduardo Isaías Escobar Martínez Jefe de Infraestructura	Agencia Federal de Aviación Civil	Tel. 5557239300 E-mail isaias.escobar@afac.gob.mx
Eric Mario Barrera Villalobos Director Corporativo Técnico	Grupo Aeroportuario Marina	Tel. 5564223935 E-mail eric.barrera@gacm.mx
Erik Avelino García Hernández GERENTE DE RESIDENCIA DE OBRA DE INFRAESTRUCTURA AEROPORTUARIA A	Grupo Aeroportuario Marina	Tel. 5564223935 E-mail erik.garcia@gacm.mx
Héctor Fabian Cortés Alvarez SUBDIRECTOR DE OPERACIONES EN EL AICM	Aeropuerto Internacional de la Ciudad de México	Tel. 5564223935 E-mail hcortes@aicm.com.mx
Javier Diego Campillo Administrador del Aeropuerto Internacional de Tulum	México, Aeropuerto Internacional de Tulum	Tel. 9841233057 E-mail javier-diego-69@hotmail.com
Jonathan Enrique Ramírez Sánchez	Mexico	Tel. +52 5548879510 E-mail jonathanramirez.epic@gmail.com
Jorge Dagur Espejel Márquez Coordinador de Área	Agencia Federal de Aviación Civil	Tel. 5557239300 Ext. 18142 E-mail jorge.espejel@afac.gob.mx
José Ángel Salazar Rodríguez Inspector Verificador de Aeródromos	Agencia Federal de Aviación Civil	Tel. 5521287678 E-mail jose.salazar@afac.gob.mx
Nahomi Karen Ramírez Pérez	Grupo Mundo Maya	Tel. E-mail
Jocelin Vilchis Banderas	Grupo Mundo Maya	Tel. E-mail

Name / Position Nombre / Puesto	Administration / Organization Administración / Organización	Telephone / E-mail Teléfono / Correo-e
Pedro Ruiz Otero	Grupo Mundo Maya	Tel. E-mail
Jesús Juárez Rodríguez	Grupo Mundo Maya	Tel. E-mail
José Pablo Lara Robles	Grupo Mundo Maya	Tel. E-mail
Angel Carrasco	Grupo Mundo Maya	Tel. E-mail
José Rafael Bernal Padilla	Grupo Mundo Maya	Tel. E-mail
Turks and Caicos		
Floyd Lyndon Ingham Aerodrome Inspector	Civil Aviation Authority	Tel. 1.649.946.8085 E-mail fingham@tcicaa.tc
Onward Roland Hamilton Aerodrome Inspector	Civil Aviation Authority	Tel. 6493317359 E-mail ohamilton@tcicaa.tc
COCESNA		
Herbert Wedel Aerodromes Specialist	ACSA-COCESNA	Tel. +506 24357680 E-mail herbert.wedel@cocesna.org
ICAO / OACI		
Fernando Camargo Regional Officer, Technical Assistance/Aerodrome and Ground Aids Implementation Support Officer/Especialista Regional en Asistencia Técnica/Oficial de Apoyo a la Implementación de Aeródromos y Ayudas Terrestres	North American, Central American and Caribbean Regional Office/Oficina para Norteamérica, Centroamérica y Caribe	Tel. 5552503211 E-mail fcamargo@icao.int
Fabiana Todesco Regional Officer in Strategic Planning and Implementation /Especialista Regional en Implementación de Planeamiento Estratégico	South American Office/Oficina para Sudamérica	Tel. 51 1 611 8686 E-mail ftodesco@icao.int