



ICAO

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

SUMMARY OF DISCUSSIONS

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Fourth North American, Central American and Caribbean Working Group (NACC/WG) Aerodromes and Ground Aids (AGA) Implementation Task Force Meeting (NACC/WG/AGA/TF/4) Mexico City, Mexico, 19 - 21 August 2026

SUMMARY OF DISCUSSIONS

ii.1 Place and Date of the Meeting

The Fourth Meeting of the North American, Central American and Caribbean Working Group (NACC/WG) Aerodromes and Ground Aids (AGA) Implementation Task Force Meeting (NACC/WG/AGA/TF/4) was held at the ICAO NACC Regional Office in Mexico City, Mexico, from 19 to 21 August 2026.

ii.2 Opening Ceremony

Mr. Fabio Salvatierra, Regional Officer Aerodromes and Ground Aids of the North American, Central American and Caribbean (NACC) Office of the International Civil Aviation Organization (ICAO) provided opening remarks and welcomed the participants to the Regional Office and officially opened the meeting.

ii.3 Officers of the Meeting

The NACC/WG/AGA/TF/4 Meeting was held with the participation of Mr. Alberto Rodriguez from the United States who chaired the meeting plenary. Mr. Fabio Salvatierra, Aerodromes and Ground Aids Regional Officer of the ICAO NACC Regional Office served as Secretary of the Meeting, assisted by Mr. Jonah Kinyua, Aerodromes and Ground Aids Assistant Regional Officer.

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 15:30 hours daily with adequate breaks. Ad hoc Groups were created during the Meeting to do further work on specific items of the Agenda.

ii.6 Agenda

Agenda Item 1: Adoption of Provisional Agenda

Agenda Item 2: Review of Outcomes of Relevant Meetings

- 2.1 ADOP and A42 (ICAO HQ)
- 2.2 GREPECAS & NACC Working Group
- 2.3 RASG-PA
- 2.4 AGA Task Force past meetings

Agenda Item 3: NACC Region AGA/AOP Programme update

- 3.1 Review Terms of Reference
- 3.2 AGA/TF sub-groups, action groups or ad-hoc
- 3.3 AGA/TF action plan

Agenda Item 4: Provision of AGA/AOP in the NACC Region

- 4.1 Aerodrome Certification and Oversight
- 4.2 Aerodrome Runway Safety
- 4.3 Aerodrome Operations and Resilience
- 4.4 Planning & Design of Aerodromes
- 4.5 Airport Innovations and Technology

Agenda Item 5: AGA related Data and KPI's

- 5.1 Air Navigation Deficiencies in AOP Field
- 5.2 AGA Dashboards
- 5.3 AGA repository
- 5.4 Regional AGA inspector roster

Agenda Item 6: Other business

- 6.1 Provisional Agenda, Date and Venue for the Next Meeting

ii.7 Attendance

The Meeting was attended by 15 States/Territories from the NAM/CAR Region, 2 International Organizations, totalling 24 delegates as indicated in the list of participants contained in the **Appendix A**.

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 Conclusions and Decisions

Number	Title	Page
AGA/TF/4/D1	APPROVAL OF REVISED TERMS OF REFERENCE	10
AGA/TF/4/D2	APPROVAL OF NACC AERODROME CERTIFICATION & OVERSIGHT SUPPORT (CertOS) PROGRAMME	15
AGA/TF/4/C1	SURVEY ON AERODROME CERTIFICATION CHALLENGES	16

ii.9 List of Working and Information Papers and Presentations

Refer to the Meeting web page:

<https://www.icao.int/nacc/events/naccwgagatf4>

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	Draft Agenda and Schedule	18/05/2026	Secretariat
WP/02	2.1	Updates From A42	26/06/2026	Secretariat
WP/03	2.2, 2.3	GREPECAS/23 and RASGPA15 Summary of Discussions on Aerodrome and Airport Operations (AGA/AOP)	26/06/2026	Secretariat
WP/04	2.4	Follow-up to the Conclusions and Decisions of the NACC/WG/AGA/TF	26/06/2026	Secretariat

WORKING PAPERS				
Number	Agenda Item	Title	Date	Prepared and Presented by
WP/05	3	Proposed Evolution of the NACC Aerodromes and Ground Aids (AGA) Programme	26/06/2026	Secretariat
WP/06	3.1	Proposal for a Review of the NACC/WG/AGA Task Force Terms of Reference	27/07/2026	Secretariat
WP/07	3.2	Proposal for the Establishment of a CARICOM AGA Regulatory Harmonisation Action Group	27/07/2026	Secretariat
WP/08	4.1	Proposal for a Model Agreement Between the AAC and Environmental and Land Use Authorities (PQ 8.415)	30/07/2026	Costa Rica
WP/09	4.1	Proposal for the Creation of Model Guidance Material to Comply with USOAP AGA Protocol Questions Under CE-5	30/07/2026	Secretariat
WP/10	4.1	Status of Aerodrome Certification in the CAR Region	04/08/2026	Secretariat
WP/11	5.1	AOP Air Navigation Deficiencies	06/08/2026	Secretariat
WP/12	5.4	Proposal for a Regional AGA Inspector Pull	06/08/2026	Secretariat
WP/13	4.4	CARSAM Air Navigation Plan	06/08/2026	Secretariat
WP/14	4.3	Information and Requirements from Aerodromes for the Development of a Minimum Operational Network (MON) for GNSS Resilience in the CAR Region	12/08/2026	Secretariat
WP/15	4.4	Considerations on the Location and Operational Requirements of Aerodrome Meteorological Offices During Airport Development Projects	17/08/2026	Secretariat

INFORMATION PAPERS

Number	Agenda Item	Title	Date	Prepared and Presented by
IP/01	-	List of Working and Information Papers	18/05/2026	Secretariat
IP/02	1	Tutorial for the Access to the Virtual (Asynchronous) Phase	06/26/2026	Secretariat
IP/03	5	Updates on the AGA Dashboards	08/04/2026	Secretariat
IP/04	5	New Tool to Support the Development of AGA Safety Performance Indicators (SPIs)	08/06/2026	Secretariat
IP/05	2.2	Key Outcomes of NACC/WG/10 and Priority Follow-Up Activities for the Aerodromes and Ground Aids (AGA) Area	08/18/2026	Secretariat
IP/06	4.1	Certification of civilian aerodromes in Mexico (only in Spanish)	08/19/2026	Mexico

PRESENTATIONS

Number	Agenda Item	Title	Prepared and Presented by
1	4	Proposal for a Model Agreement Between the AAC and Environmental and Land Use Authorities (PQ 8.415) (only in Spanish)	Costa Rica
2	4	Airport Resilience planning	ACI-LAC
3	4	Wildlife and Hazard Management outside airport perimeter	ACI-LAC
4	4	Certification of civilian aerodromes in Mexico (only in Spanish)	Mexico

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: Review of Outcomes of Relevant Meetings

WP/02 - UPDATES FROM A42

2.1 Working Paper 02 provided an overview of the key AGA-related outcomes of the 42nd ICAO Assembly (A42), highlighting the adoption of new Obstacle Limitation Surfaces (OLS) SARPs applicable from November 2030, the promotion of a holistic approach to aerodrome certification, the need to strengthen infrastructure resilience to natural disasters, and the enhancement of AGA inspector competencies. The paper also discussed the implications of these decisions for the CAR/SAM Regions and proposed actions to align regional activities and planning with ICAO's global priorities. The Meeting took note of the content of the working paper.

WP/03 - GREPECAS/23 AND RASGPA15 SUMMARY OF DISCUSSIONS ON AERODROME AND AIRPORT OPERATIONS (AGA/AOP)

2.2 Working Paper 03 presented a summary of the AGA/AOP-related discussions and outcomes from GREPECAS/23 and RASG-PA/15, highlighting regional priorities such as runway safety, wildlife hazard management, aerodrome certification, infrastructure resilience, implementation of the new OLS SARPs, and enhanced performance monitoring. Discussions emphasized capacity building, inspector training, harmonized risk-based implementation, and strengthened regional coordination between safety and air navigation initiatives.

2.3 During the discussion, ACSA highlighted concerns regarding the level of preparedness of States for the acceptance and oversight of Safety Management Systems (SMS) under the new ICAO USOAP protocol questions. Following these comments, the Meeting agreed on the need to work collaboratively to secure specialized training opportunities and on-the-job training (OJT) to support States and inspectors in this area. This will be considered on the revised Terms of Reference of the AGA Task Force as presented under Agenda Item 3.1.

WP/04 - FOLLOW-UP TO THE CONCLUSIONS AND DECISIONS OF THE NACC/WG/AGA/TF

2.4 Under WP/04, the Secretariat presented the follow-up and status of the Conclusions and Decisions regarding the NACC/WG/AGA/TF/3 Meeting, according to the table below.

Description	Target date	Responsible	Status/ AGA/TF/4	Follow-up
DECISION NACC/WG/AGA/TF/3/01 AGA WORK PROGRAMME UPDATE 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. To keep the AGA Programme for the CAR Region compliant with the ICAO Strategic Plan 2026–2050.	AGA/TF/04	ICAO	COMPLETED	
DECISION NACC/WG/AGA/TF/3/02 INTERNATIONAL AERODROMES INFORMATION UPDATE 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.	AGA/TF/04	States	VALID	
CONCLUSION NACC/WG/AGA/TF/3/03 ANALYSIS OF THE EFFECTIVENESS OF RST 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.	29SEP2025	States	COMPLETED	
DRAFT CONCLUSION NACC/WG/AGA/TF/3/04 UPDATE LIST OF DEFICIENCIES IN THE AGA AREA 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	31OCT25	States	VALID New target date: 31DEC2026	

Description	Target date	Responsible	Status/ AGA/TF/4	Follow-up
area that still exist, with the understanding that any unratified deficiencies will be removed from the database.				
DECISION NACC/WG/AGA/TF/3/05 COMPLETION OF THE QUESTIONNAIRE ON THE ACR-PCR METHODOLOGY 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.	12SEP25	States	COMPLETED	
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: i. Aircraft Classification Rating – Pavement Classification Rating (ACR-PCR) Method; ii. Aerodrome Planning; iii. New Obstacle surfaces; and iv. Regulatory impact analysis.	2026	AGA/TF	COMPLETED (pending ii for Q4-2026)	
DECISION NACC/WG/AGA/TF/02/03 DEVELOPMENT OF MONITORING REPORT FOR THE AGA PROGRAMME 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.	NACC/WG/TF/3	ICAO	SUPERSEDED Based on new approved AGA programme, a new monitoring method will be established	
DECISION NACC/WG/AGA/TF/02/05 APPROVAL OF THE AERODROMES CERTIFICATION AND SAFETY PROJECT GANTT CHART That, a) The AGA/TF approve the framework of activities of the AGA Certification	Immediately February 2025	States ICAO	SUPERSEDED A new Aerodrome Certification Programme was approved.	

Description	Target date	Responsible	Status/AGA/TF/4	Follow-up
and Safety Project (Appendix D to the final report); and b) ICAO prepare the “AGA Certification and Safety Project” documentation by 28 February 2025.				
CONCLUSION NACC/WG/AGA/TF/02/06 PROMOTING THE IMPLEMENTATION OF AIRPORT CONSULTATIVE COMMITTEES 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.	AGA/TF/3	States	COMPLETED	

IP/05 - KEY OUTCOMES OF NACC/WG/10 AND PRIORITY FOLLOW-UP ACTIVITIES FOR THE AERODROMES AND GROUND AIDS (AGA) AREA

2.5 Information Paper 05 presented the key outcomes of NACC/WG/10 relevant to the Aerodromes and Ground Aids (AGA) area, emphasizing the need to align regional activities with the ICAO Strategic Plan 2026–2050, GREPECAS priorities, and the CAR/SAM Air Navigation Plan. The paper highlighted priority work streams including the update of the AGA Programme, maintenance of aerodrome data in the NACC Dashboard, assessment of Runway Safety Team (RST) effectiveness, management of AGA deficiencies in the GANDD, development of regional AGA KPIs, implementation of Airport Collaborative Decision-Making (A-CDM), strengthening airport infrastructure resilience, support for Eastern Caribbean States, and enhanced multidisciplinary coordination. The discussions reaffirmed the growing role of AGA in safety, capacity, operational efficiency, resilience, performance monitoring, and digital transformation, and stressed the importance of incorporating these priorities into the AGA/TF Action Plan with clear deliverables, timelines, and measurable indicators. The Meeting took note of the contents of the paper. Jamaica acknowledged the importance of training programmes to ensure a proper implementation of many of the work streams listed in the paper.

Agenda Item 3: NACC Region AGA/AOP Programme update

WP/05 - PROPOSED EVOLUTION OF THE NACC AERODROMES AND GROUND AIDS (AGA) PROGRAMME
WP/06 - PROPOSAL FOR A REVIEW OF THE NACC/WG/AGA TASK FORCE TERMS OF REFERENCE

3.1 The Meeting reviewed both the proposed evolution of the NACC AGA Programme and the proposed revision of the NACC/WG/AGA Task Force Terms of Reference (ToR), noting that both initiatives were developed in response to previous AGA/TF decisions and seek to align the regional AGA framework

with the ICAO Strategic Plan 2026–2050, the ICAO Business Plan 2026–2028, and regional implementation priorities. The two papers were recognized as complementary elements of a single transformation process intended to strengthen the effectiveness, impact, and sustainability of AGA activities in the NACC Region.

3.2 The Meeting noted that Working Paper 05 proposes the transition of the AGA Programme from an activity-based structure to a portfolio-based management framework organized around four pillars: Aerodrome Certification and Oversight, Runway Safety, Airport Operations and Interoperability, and Airport Planning and Resilience. This new structure is intended to improve strategic alignment, measurable results, performance monitoring, and coordination with GREPECAS, RASG-PA, donors, and other regional partners.

3.3 The Meeting further noted that Working Paper 06 proposes a comprehensive revision of the AGA/TF Terms of Reference to support the implementation of the revised programme. The revised ToR repositions the Task Force from a coordination forum into a results-driven implementation and harmonization mechanism, with stronger emphasis on practical implementation, regional regulatory harmonization, specialized training, USOAP preparation, project-based management, performance monitoring, and differentiated support according to State maturity and needs. The proposal also reinforces collaboration with regional organizations.

3.4 To support the review process, the Meeting considered the recommendations of **an ad hoc group** composed of representatives from **Barbados, Costa Rica, El Salvador, Honduras, Jamaica, and Trinidad and Tobago**, working in coordination with the Secretariat and the Rapporteur. The ad hoc group conducted a detailed analysis of both documents, reviewed their consistency and alignment, and provided comments and recommendations that were incorporated into the final proposals discussed by the Meeting.

3.5 After the review of the Terms of Reference, the Meeting adopted the following Decision:

DECISION AGA/TF/4/D1		APPROVAL OF REVISED TERMS OF REFERENCE
What: That the NACC/WG/AGA Task Force endorse the revised ICAO NACC Aerodromes and Ground Aids (AGA) Programme and the revised Terms of Reference (ToR) of the AGA Task Force, included in APPENDIX B of this report, and request the Secretariat to incorporate the agreed amendments and submit the final versions to the NACC Working Group for further consideration and approval.		Expected impact: ☐ Political / Global ☒ Inter-regional ☐ Economic ☐ Environmental ☒ Operational/Technical
Why: Recognizing the need to align the regional AGA framework with the ICAO Strategic Plan 2026–2050 and the ICAO Business Plan 2026–2028; to transition the AGA Programme from an activity-based approach to a portfolio- and results-based management structure; and to reposition the AGA Task Force as a harmonization and implementation mechanism focused on measurable outcomes,		

performance monitoring, regulatory harmonization, capacity building, and effective implementation of ICAO provisions.	
When: Immediate	Status: ☒ Valid / ☐ Superseded / ☐ Completed
Who: ☒ States ☒ ICAO ☐ Other:	International Organizations supporting NACC/WG/AGA Task Force

WP/07 - PROPOSAL FOR THE ESTABLISHMENT OF A CARICOM AGA REGULATORY HARMONIZATION ACTION GROUP

3.6 Working Paper 07 presented a proposal for the establishment of a CARICOM AGA Regulatory Harmonization Action Group aimed at providing a structured regional mechanism to support the development, agreement, and implementation of harmonized aerodrome regulations, guidance material, certification frameworks, and inspector tools across CARICOM States. The Meeting recognized that differences in regulatory frameworks, varying levels of effective implementation, and limited technical resources continue to challenge the consistent implementation of ICAO provisions and agreed that a dedicated action group could support regional standardization, resource optimization, and practical implementation of AGA requirements.

3.7 The Secretariat also mentioned that it has available resources, thanks to the support of the United Kingdom, to support the development of this action group and follow its activities. In addition, the Secretariat already developed a regional regulatory framework analysis on CARICOM States, that may serve as an initial assessment for the work of the group.

3.8 During the discussion, **ACSA** informed the Meeting that **Belize** has already harmonized a model aerodrome regulation, developed by ACSA's regional AGA group, that has been translated into English and could be shared with the Action Group as a starting point for the review and development of harmonized regulatory material. Participants welcomed this contribution and noted its potential value in accelerating the harmonization process.

3.9 The Meeting endorsed the establishment of the Action Group and agreed that its initial membership would be composed of **Jamaica, and Trinidad and Tobago**, with support from the Secretariat. The Group was tasked with defining its initial scope of work, priorities, and deliverables consistent with the objectives outlined in the working paper. The Secretariat also acknowledges the request of other Caribbean States to rename the initiative as Caribbean Regulatory Harmonization Group, rather than CARICOM, to include other non-CARICOM Members.

3.10 To initiate its activities, the Meeting agreed that the Action Group would hold a virtual meeting within one month, with the support of the Secretariat, to develop the corresponding Job Card and establish its work plan, deliverables, responsibilities, and timelines in support of the regional AGA harmonization initiative.

Agenda Item 4: Provision of AGA/AOP in the NACC Region

WP/08 - PROPOSAL FOR A MODEL AGREEMENT BETWEEN THE AAC AND ENVIRONMENTAL AND LAND USE AUTHORITIES (PQ 8.415)

4.1 Working Paper 08, supported by Presentation 01 delivered by Costa Rica, presented a case study on the implementation of institutional processes for managing conflicts between civil aviation authorities and entities responsible for land-use planning and environmental protection. Costa Rica shared the lessons learned from addressing ICAO USOAP Protocol Questions (PQs) **8.415** and **8.335**, which identified the need for a formalized inter-institutional **process** ensuring that aerodrome safety considerations are adequately addressed when resolving land-use, environmental, and wildlife hazard issues. The presentation highlighted the existence of legal and regulatory provisions and practical coordination mechanisms, while emphasizing the need for a documented process supported by high-level institutional agreements among the competent authorities.

4.2 During the discussion, **ACSA** emphasized that a significant number of States continue to have unsatisfactory results for these protocol questions because compliance requires formal agreements and coordination mechanisms endorsed at a high level within the State, often involving authorities outside the civil aviation sector. **Cuba** shared its national experience, indicating that the Ministry responsible for Physical Planning issues the relevant permits in coordination with the Civil Aviation Authority, providing an example of an established inter-institutional approach. **Honduras** thanked Costa Rica for bringing the topic to the attention of the Meeting, noting its particular relevance in view of the State's planned USOAP audit in February 2027.

4.3 **ACSA** further informed the Meeting that the **Belize Civil Aviation Authority** is currently working with local authorities on the development of a Memorandum of Understanding (MoU) to address the same issues related to land-use planning, environmental protection, and aerodrome safety oversight. Participants recognized the value of sharing experiences and existing practices among States to support a more harmonized regional approach.

4.4 The Secretariat suggested the establishment of an Action Group to support States in developing practical implementation solutions. The Meeting agreed that the group should focus on the development of two key products: (1) a model high-level agreement or Memorandum of Understanding between the relevant national authorities; and (2) a model process describing how the agreement would be implemented in practice to address land-use, environmental, and wildlife hazard conflicts affecting aerodrome safety.

4.5 The Meeting agreed to establish the Action Group composed of **ACSA, Costa Rica, and Honduras**. Similar to other action groups established under the AGA Task Force, the members agreed to hold a virtual meeting within one month, with the support of the Secretariat, to develop the corresponding Job Card, define responsibilities and deliverables, and establish the work plan for the initiative.

WP/09 - PROPOSAL FOR THE CREATION OF MODEL GUIDANCE MATERIAL TO COMPLY WITH USOAP AGA PROTOCOL QUESTIONS UNDER CE-5

4.6 Working Paper 09, presented by the Secretariat, proposed the development of harmonized model guidance material to support States in addressing USOAP AGA Protocol Questions associated with Critical Element 5 (CE-5), which relates to technical guidance, tools, procedures, and safety-critical information required for effective safety oversight. The paper highlighted that, while States

remain responsible for issuing their own guidance material, ICAO provisions allow the adaptation of material developed by other States, ICAO, or Regional Safety Oversight Organizations (RSOOs), creating an opportunity for regional collaboration and harmonization. The Secretariat presented an initial list of advisory circulars, procedures, and guidance documents that could be jointly developed and maintained as regional reference material.

4.7 The Meeting responded positively to the initiative and recognized the potential benefits of a coordinated regional approach to developing model advisory circulars and other implementation tools. Participants agreed that the proposal could reduce duplication of effort among States, facilitate compliance with USOAP requirements, promote regulatory harmonization, and make technical guidance material more accessible to States with limited resources. The Meeting also agreed that the list presented by the Secretariat should be reviewed and expanded, as necessary, to ensure that all relevant CE-5 guidance needs are adequately addressed.

4.8 To advance the initiative, the Meeting agreed to establish an **Action Group** composed of **ACSA, Barbados, Costa Rica, El Salvador, Jamaica, Mexico, and Trinidad and Tobago**. The Action Group will review the proposed list of guidance material, identify priorities, assess existing regional resources and best practices, and, with the support of the Secretariat, develop proposed Job Cards for the drafting of harmonized guidance material. The Group will report its recommendations to a future meeting of the AGA Task Force for further consideration and implementation.

WP/14 - INFORMATION AND REQUIREMENTS FROM AERODROMES FOR THE DEVELOPMENT OF A MINIMUM OPERATIONAL NETWORK (MON) FOR GNSS RESILIENCE IN THE CAR REGION

4.9 Working Paper 14, presented by the Secretariat, introduced the concept of a Minimum Operational Network (MON) for GNSS Resilience in the CAR Region, aimed at supporting the safe continuation and recovery of aircraft operations during GNSS interference or outages. The paper highlighted the need for coordinated participation from aerodrome authorities, airport operators, ANSPs, and other aviation stakeholders to identify airports, infrastructure, procedures, and contingency capabilities that could support regional resilience during GNSS disruptions. The proposal included the collection and validation of aerodrome-related information to support the technical assessment and development of the CAR Regional MON.

4.10 The Meeting acknowledged the importance of the MON initiative and its potential contribution to regional operational resilience and continuity of air navigation services during GNSS outages, however, analysed the list of information requested and observed that a significant portion of the data relates primarily to navigation infrastructure, instrument procedures, aircraft equipage, and operational aspects that are generally under the responsibility of **Air Navigation Service Providers (ANSPs)** rather than AGA sections of Civil Aviation Authorities or Aerodrome Operators. ACI noted that GNSS resilience is largely a CNS/ATM and ANSP matter, while Jamaica expressed a similar view, indicating that many of the proposed indicators and data elements are normally managed by ANSP organizations rather than aerodrome regulators. These observations were considered important, due to the fact that the AGA Task Force can't commit to deliver the whole set of data by October 30 as requested.

4.11 While recognizing that most of the requested information falls outside the direct responsibility of AGA authorities, the AGA Task Force agreed that the topic remains relevant from an

operational resilience perspective. Consequently, the Meeting requested the Secretariat to conduct a further analysis with AGA States counterparts regarding the availability of the proposed information and to share the results with the NACC/WG Secretariat for consideration within the appropriate CNS, ATM, AIM, and ANSP coordination mechanisms. The Meeting reaffirmed its willingness to support the initiative, particularly regarding those elements directly related to aerodrome infrastructure, operational capacity, contingency arrangements, and airport resilience.

WP/10 - STATUS OF AERODROME CERTIFICATION IN THE CAR REGION

4.12 Working Paper 10, presented by the Secretariat, reviewed the status of international aerodrome certification in the CAR Region and presented the proposed **NACC Aerodrome Certification & Oversight Support (CertOS) Programme** as a structured approach to accelerate certification and strengthen long-term oversight capabilities. The Secretariat noted that the Region currently remains below the established certification target and emphasized the need to move beyond ad hoc assistance towards a sustainable programme focused on regulatory foundations, capacity building, certification implementation, and oversight sustainability. The proposed programme is structured around three implementation phases: Foundation and Diagnostics, Execution, and Sustainability and Oversight.

4.13 The Meeting held extensive discussions on the challenges faced by States in implementing aerodrome certification. ACI emphasized the importance of first identifying those airports and States willing to pursue certification and then determining which stakeholders need to be engaged to support implementation. ACI further noted that, where higher-level political commitment is required, ICAO could assist in raising awareness and obtaining support at the appropriate level. ACI also expressed concern regarding the practice of directly transposing ICAO recommendations into national regulations without adequate analysis. In response, the Secretariat informed the Meeting that it is currently working with ECCAA on the development of a model aerodrome regulation designed to avoid this issue and emphasized that, while some ICAO recommendations may ultimately need to be reflected in national regulations, this should occur only after an appropriate regulatory analysis.

4.14 ACSA shared its experience, noting that among its Member States approximately fifteen airports conduct international operations, while only a limited number are currently certified. ACSA indicated that certification is particularly challenging for airports directly operated by States or where the operator and regulator are part of the same governmental structure. Jamaica highlighted difficulties encountered during certification activities, noting that despite having a detailed certification protocol containing more than 200 questions, it was advised by ICAO auditors that this was not sufficient. The Secretariat clarified that the effectiveness of a certification protocol is not determined by the number of questions it contains, but rather by whether the checklist content adequately demonstrates compliance with certification requirements and supports effective oversight.

4.15 Honduras shared its experience regarding the certification of Palmerola International Airport, explaining that political and institutional issues have complicated the process, although corrective actions are currently being implemented. Honduras also reported ongoing efforts related to Palmerola, San Pedro Sula, and Roatán airports, while noting continuing challenges associated with Toncontin International Airport.

4.16 Costa Rica explained that some airports face difficulties achieving certification due to limited staffing and insufficient resources to implement the procedures established by the operators themselves. The Secretariat acknowledged these challenges but emphasized that certification programmes should continue moving forward despite existing gaps (and considering them), noting that maintaining the current situation without a structured certification process presents a greater safety oversight concern.

4.17 Guatemala reported similar challenges involving State-operated airports and informed the Meeting of ongoing efforts to amend national legislation to strengthen the separation between the regulator and the airport operator. Mexico noted that achieving the certification target is important, but that maintaining certification over time and ensuring continuous compliance represents an equally significant challenge.

4.18 Throughout the discussion, the Secretariat explained how the proposed CertOS Programme addresses many of these challenges through regulatory support, capacity building, shared resources, specialized training, harmonized guidance material, digital oversight tools, and strengthened regional cooperation.

4.19 Following the discussion, the Meeting expressed its support for the proposed CertOS Programme and agreed that the programme provides a structured and practical framework for increasing aerodrome certification rates, strengthening State oversight capabilities, improving preparation for USOAP activities, and promoting regional cooperation through RSOOs and horizontal assistance mechanisms. The detailed programme proposal contained in **Appendix B of Working Paper 10** was accepted as a suitable basis for future regional implementation activities.

4.20 After the review of the programme, the Meeting adopted the following Decision and Conclusion:

DECISION AGA/TF/4/D2		APPROVAL OF NACC AERODROME CERTIFICATION & OVERSIGHT SUPPORT (CertOS) PROGRAMME	
What: a) Approves the NACC Aerodrome Certification & Oversight Support (CertOS) Programme contained in Appendix B of Working Paper 10; b) Endorses its three-phase implementation approach covering Foundation and Diagnostics, Execution, and Sustainability and Oversight; c) Encourages States, Territories, RSOOs, airport operators, and partner organizations to participate actively in its implementation; and d) Agrees that the approved programme document be attached to the report of the Meeting as an appendix for reference and future implementation.		Expected impact: ☐ Political / Global ☒ Inter-regional ☐ Economic ☐ Environmental ☒ Operational/Technical	

Why: Recognizing that the CAR Region remains below the agreed regional certification target; acknowledging the challenges faced by States related to regulatory frameworks, staffing, technical capacity, airport ownership structures, and long-term oversight sustainability; and considering the need for a coordinated regional mechanism that provides regulatory support, training, guidance material, implementation assistance, and strengthened cooperation through Regional Safety Oversight Organizations and horizontal cooperation arrangements.	
When: Immediate	Status: ☒ Valid / ☐ Superseded / ☐ Completed
Who: ☒ States ☒ ICAO ☐ Other:	

CONCLUSION AGA/TF/4/C1		SURVEY ON AERODROME CERTIFICATION CHALLENGES
What: That the Secretariat request the AGA/TF members to fill the proposed survey on main obstacles to achieving certification. The survey can be accessed on this link: https://forms.cloud.microsoft/r/6hncFeBZ68	Expected impact: ☐ Political / Global ☒ Inter-regional ☐ Economic ☐ Environmental ☒ Operational/Technical	
Why: In order to understand better the challenges that States are facing towards the implementation of aerodrome certification and direct better efforts from the AGA/TF to support it.		
When: Complete the Survey by October 20, 2026.	Status: ☒ Valid / ☐ Superseded / ☐ Completed	
Who: ☒ States ☐ ICAO ☐ Other:		

WP/15 - CONSIDERATIONS ON THE LOCATION AND OPERATIONAL REQUIREMENTS OF AERODROME METEOROLOGICAL OFFICES DURING AIRPORT DEVELOPMENT PROJECTS

4.21 Working Paper 15, presented by the Secretariat, highlighted the importance of considering the operational requirements of **Aerodrome Meteorological Offices (AMOs)** during airport development, expansion, and modernization projects. The paper summarized discussions held at the NACC/WG/MET/TF/4, where concerns were raised regarding the relocation or modification of meteorological facilities and the potential impact on the provision of essential meteorological services supporting safe and efficient flight operations. The Secretariat emphasized that airport planning processes should consider AMO requirements from the earliest stages of project development, including aspects related to location, accessibility, operational continuity, space, equipment, and integration with other airport services.

4.22 During the discussion, **Jamaica** agreed that the issue identified by the MET Task Force represents a real challenge in the Region and noted that, during several airport modernization and infrastructure projects, the operational requirements of AMOs are not always adequately considered or included in the planning process. **Barbados** acknowledged experiencing similar situations and supported the concerns presented in the working paper, indicating that the issue is not isolated to a single State.

4.23 These interventions highlighted the need for greater awareness and coordination between airport planners, operators, and meteorological service providers. The Meeting acknowledged the importance of the concerns raised by the meteorological community; however, participants noted that the working paper did not identify specific airports or projects where these gaps currently exist.

4.24 To better understand the scope and magnitude of the issue, the Meeting requested the Secretariat to coordinate with the NACC/WG/MET/TF and obtain information on the specific airports where deficiencies or operational concerns related to AMO facilities have been identified. The Meeting considered that a case-by-case analysis would be necessary to understand the underlying causes and determine whether regional actions would be appropriate.

4.25 The Meeting further suggested the establishment of an **Action Group** to evaluate the feasibility of developing a Job Card addressing this matter. The proposed group would review the information received from the MET Task Force, assess the potential value of regional guidance or support activities, and determine whether sufficient resources and expertise are available to undertake future work on the topic. The outcome of this assessment would guide any future actions by the AGA Task Force related to the integration of AMO operational requirements into airport planning and development processes. Curacao and Jamaica accepted to join this Action Group.

WP/13 - CARSAM AIR NAVIGATION PLAN

4.26 Working Paper 13, presented by the Secretariat, provided an overview of the CAR/SAM Air Navigation Plan (ANP), including the procedures for amending Volume I Table AOP I-1 and Volume II Table AOP II-1. The Meeting acknowledged the information presented, recognized the importance of maintaining the ANP tables updated and accurate, and agreed that States should continue reviewing the information contained in those tables and submit amendments as necessary in accordance with the existing valid Decision NACC/WG/AGA/TF/3/02 on this matter.

P/02 - ACI PRESENTATION ON AIRPORT DISASTER PREPAREDNESS AND RESILIENCE

4.27 ACI-LAC gave a presentation on Airport disaster preparedness and resilience to create awareness and the need to identify the gap that is currently existing. The presentation highlighted the lack of ICAO provision for management of major natural disasters that would require other types of response mechanism that is provided in ICAO Doc 9137 Part 7. ACI-LAC highlighted the need to have airports prepare for worst case scenarios to take a leadership role, maximize the use of available limited resources to prevent reactive response to climate events and prepare for systematic planning for climate events which are very disruptive.

4.28 In addition, ACI-LAC also mentioned that ICAO developed in the past an initiative called HADRA, that created an initial coordination among several organizations to support airport preparedness.

HADRA stands for **Humanitarian Assistance and Disaster Response in Aviation**. Led by the International Civil Aviation Organization (ICAO) as chair of the expert group, it was an international initiative designed to improve coordination between aviation groups and humanitarian workers during major crises and natural disasters. HADRA created a comprehensive guide which can be downloaded on this link: <https://www.icao.int/sites/default/files/sp-files/HADRA/Documents/HADRA-Guidance-FINAL-May2022.pdf> and <https://www.icao.int/humanitarian-assistance-and-disaster-response-aviation-hadra>

4.29 Nowadays, HADRA is no longer working due to lack of resources, so ACI-LAC will be proposing to ICAO NACC and ICAO SAM a new initiative, like HADRA, to better coordinate with several support agencies to avoid duplication of efforts.

P/03 - ACI PRESENTATION ON WILDLIFE HAZARD MANAGEMENT OUTSIDE AIRPORT PERIMETER FENCE

4.30 ACI-LAC delivered a presentation on the challenges the aerodrome operators face in dealing with wildlife hazard management (WHM) outside the airport and the need for collaboration.

4.31 The need to include the missing layer of “Threat” beside the Hazard and Risk of Wildlife was reiterated. The meeting was notified of need for collaborative efforts from all stakeholders as WHM is not an aerodrome problem, but a low altitude problem.

4.32 Costa Rica mentioned that, under WP-08, this matter was brought to the attention of the Meeting, and a dedicated action group will be working on it. ACI LAC offered full support to the group on its activities.

Agenda Item 5: AGA related Data and KPI's

WP/11 - AOP Air Navigation Deficiencies

5.1 Working Paper 11, presented by the Secretariat, provided an update on the status of AOP air navigation deficiencies in the CAR Region and emphasized the importance of maintaining current information on identified deficiencies to support their resolution. The Meeting took note of the information presented and agreed that States should continue reviewing the status of deficiencies and provide updates to the Secretariat, as appropriate, following valid **CONCLUSION NACC/WG/AGA/TF/3/04**.

WP/12 - PROPOSAL FOR A REGIONAL AGA INSPECTOR ROSTER

5.2 Working Paper 12, presented by the Secretariat, proposed the establishment of a NACC AGA Inspector Roster to support regional implementation activities through the sharing of qualified inspectors and subject matter experts in areas such as aerodrome certification, surveillance, SMS, runway safety, OLS, wildlife management, and other AGA disciplines. The proposal was presented as a mechanism to strengthen regional cooperation, harmonization, and technical assistance among States.

5.3 During the discussion, the Meeting supported the concept and noted that the roster should be developed progressively based on actual implementation needs. It was agreed that the roster

does not need to be fully populated in advance and that experts may be identified and incorporated as activities, projects, and missions are defined under the AGA Task Force Work Plan. The Meeting took note of the proposal and requested the Secretariat to consider this approach in the further development of the initiative

Agenda Item 6: Other business

Activity Planning 2027

6.1 The Secretariat indicated to the meeting that the work programme of the AGA/TF and the Regional Office AGA programme will be under development following the outcomes of AGA/TF/4. However, based on needs analysis and recent amendments, the following activities are proposed for 2027 (subject to availability of resources):

1. ICAO Obstacle Limiting Surfaces Course
2. Seminar-Workshop on Operational Safety Assessments for aerodrome certification processes
3. Seminar-Workshop on Airport Resilience Planning
4. SMS Acceptance Course

6.2 In view of the provisions of 6.2, Costa Rica requested that training on the A-CDM concept also be considered. The Secretariat took note of the request.

6.3 Regarding the next meeting of the AGA Task Force, it will tentatively be planned to take place at the NACC Regional Office, between the months of June and August 2027.

— END —

APPENDIX A
LIST OF PARTICIPANTS

ACI-LAC

1. Juan Manuel Manriquez

ARUBA

2. Eric Martijn

BAHAMAS

3. Birthlon Renardo Newbold Jr
4. Theodore Ferguson

BARBADOS

5. Gail M Clarke

CAYMAN ISLAND

6. Jeremy Jackson (W)

COCESNA

7. Herbert Wedel

COSTA RICA

8. Maricruz Esquivel Hernández
9. Luis Alberto Torres Núñez

CUBA

10. Jonas Milhet López

CURAÇAO

11. Constance Elisa-Plantijn

EL SALVADOR

12. Lidia Carolina Liang Guan

GUATEMALA

13. Julio Roberto Gálvez Mendizábal

HONDURAS

14. Roberto Sierra
15. Ricardo Padilla
16. Luis Suazo

JAMAICA

17. Karen Dryden
18. Kerri-Ann Morgan

MÉXICO

19. Álvaro Alcántara Ballesteros
20. Jorge Dagur Espejel Márquez

TRINIDAD AND TOBAGO

21. Giselle Best

TURKS AND CAICOS ISLANDS

22. Onward Hamilton
23. Floyd Ingham

UNITED STATES

24. Alberto Rodriguez (Chair)

ICAO

25. Fabio Salvatierra
26. Jonah Kinyua

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APPENDIX B

NACC AGA TASK FORCE (NACC/WG/AGA/TF) TERMS OF REFERENCE

(REV 1: AGATF/4 – Mexico City, 21 August 2026)

1. Background

In the Seventh North American, Central American and Caribbean Working Group Meeting (NACC/WG/7), held at the ICAO NACC Regional Office in Mexico City, Mexico, in August 30 to September 01, 2022, the AGA Task Force (NACC/WG/AGA/TF) was approved to support the projects and activities of the NACC/WG in the AGA area according to the NACC/WG/07 meeting final report.

The NACC/WG AGA Task Force (AGA/TF) operates within the framework of the NACC Working Group to support the implementation of ICAO Strategic Plan 2026–2050 priorities and the NACC AGA Programme.

Recognising the need to transition from activity-based coordination towards results-driven implementation and considering regional initiatives such as the strengthening of Regional Safety Oversight Organizations (RSOOs), , the AGA/TF shall act as a regional implementation and harmonisation mechanism.

2. Objective

The AGA/TF shall lead, coordinate, support, and monitor the implementation of ICAO provisions and regional priorities concerning aerodrome design, safety, certification, and operations, specialized training of AGA inspectors, fostering a harmonized regional approach to AGA solutions throughout the NACC Region and driving measurable improvements in safety, efficiency, and operational performance.

3. Core functions

The NACC/WG/AGA/TF functions are the following:

- a. Regional Harmonisation: Lead and support the development, review, and adoption of harmonized AGA regulatory frameworks, guidance material, implementation packages, model regulations, manuals, and inspector tools, in coordination with RSOOs, to promote regional regulatory alignment and consistent implementation across the NACC Region.
- b. Regional Specialized Training: support the identification of regional training and training requirements for inspectors and aerodrome related personnel, focused on the implementation of ICAO's SARPs, new developments, regional harmonized regulations, and tools that facilitate implementation. Promoting the interregional exchange of best practices and expertise, to increase the availability of trainers and specialists in the Region.

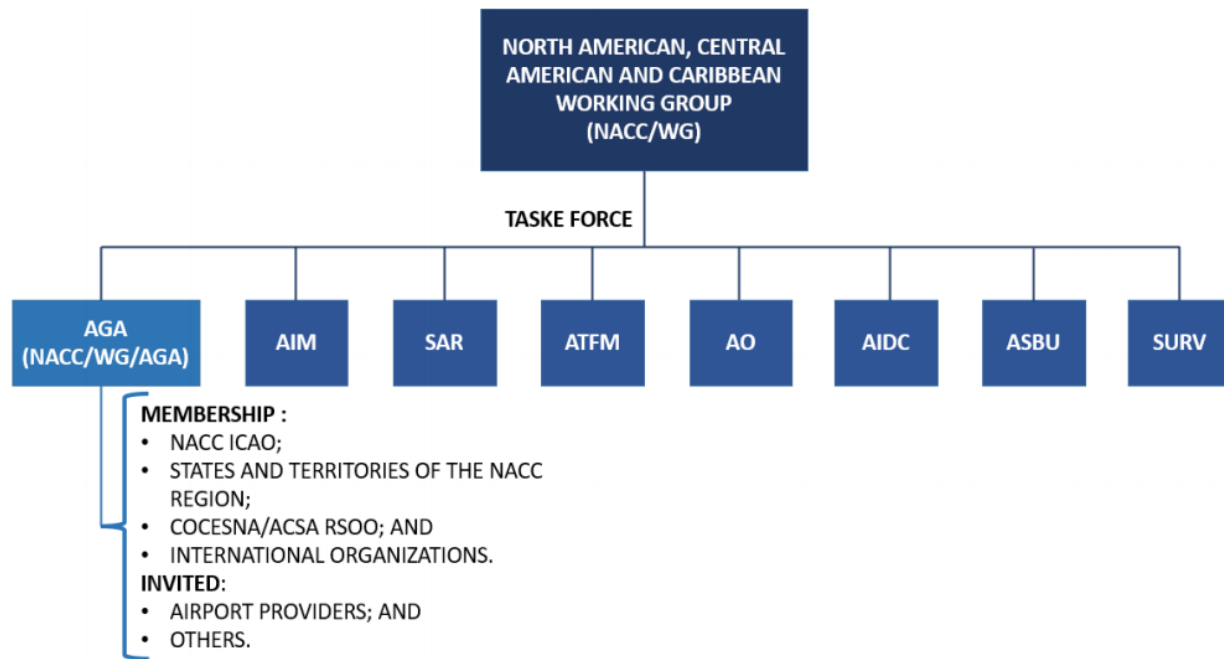
-
- c. ICAO SARPs, USOAP preparation and Global Plans implementation: supports the delivery of the NACC AGA Programme, with the aim to increase the effective implementation of ICAO Standards and Recommended Practices, aligned with the Global Air Navigation Plan (GANP), the Global Aviation Safety Plan (GASP), and the AGA USOAP audit protocol.
- d. Focus on Practical Implementation: Actively collaborate for the practical implementation of aerodrome certification and other related activities, while facilitating expert deployments, peer-to-peer assistance, and regional collaboration among inspectors to strengthen implementation capacity and promote the consistent application of AGA standards across the NACC Region.
- e. Project based approach: Implement and monitor the NACC AGA Programme through structured projects with clearly defined objectives, deliverables, responsibilities, timelines, and supporting documentation to ensure effective and accountable programme execution.
- f. Performance Monitoring and Accountability: Monitor regional AGA performance through the use of established dashboards, including iSTARS, and agreed key performance indicators related to SARPs effective implementation, aerodrome certification, Runway Safety Teams (RST), and other agreed implementation indicators; identify performance gaps, priority States, and required interventions; and provide periodic reports on implementation progress and the measurable impact achieved, with a focus on outcomes and improvements rather than activities undertaken.
- g. Tiered support: decision making of support activities will use a tiered approach based on State maturity, risk level, number of States supported and available regional resources:
- Tier 1 (High Priority): foundational support
 - Tier 2 (Medium Priority): targeted improvements
 - Tier 3 (Normal Priority): advanced optimisation / leadership

4. Membership and Secretariat

All ICAO States and Territories accredited to the NACC Regional Office and International Organizations. Other stakeholders in the NAM/CAR Region are encouraged to actively participate. In the cases in which the State and Territory agree, the airport services providers in the NAM/CAR region will be able to participate as guests.

States, Territories and International Organizations nominating members to the NACC/WG/AGA/TF shall provide the necessary resources to ensure continued participation in meetings and other activities related to the working group, and guarantee continuity of the work plan and expected results.

Secretariat services shall be provided by ICAO.



5. Working Methods

The AGA/TF shall conduct its work in accordance with the following principles:

- The Rapporteur and the alternate Rapporteur will be a State/Territory representative for a period of three years, extendable, and selected by the Task Force among the representatives of its members. S/he will be responsible to serve as a link to the overarching NACC Working Group, GREPECAS, RASG-PA and other implementing groups and serve as Chair of the Face-to-Face AGA Task Force Meetings.
- The Task Force shall use a combination of yearly Face-to-face meetings, according to the regional program and virtual meetings, asynchronous collaboration mechanisms where appropriate; and bilingual (English/Spanish) communication tools.
- The ICAO NACC Regional Office will act as the Secretariat of the NACC/WG/AGA and will convene Members with a minimum anticipation of three months before holding the face-to-face meeting, or with at least one month before carrying out the virtual meeting.
- The Task Force may establish thematic working groups (e.g. certification, SMS, RST, Wildlife, ARFF, Ground Aids, Operations, Regulatory Harmonisation, Specialized Training, etc.) to support the analysis of topics of interest of the Task Force, and to implement the delivery of specific tasks and outputs.

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- e. The Task Force will plan and manage its activities and project implementation thru a Work Programme, in which specific tasks will be provided on individual Job Cards or Work Orders, following project management principles, tools and reporting methods.
 - f. The Group may conduct business and approve decisions by electronic correspondence between meetings. The Secretariat shall circulate the proposed decision and specify a response deadline. In the absence of any objection received by the deadline, the decision shall be deemed approved by consensus and recorded accordingly.
 - g. Any Member State, Territory, or International Organization may offer, at any time, if the meeting is face-to-face, to host a NACC/WG/AGA Meeting.
 - h. Progress shall be monitored through regional performance indicators (to be defined by the AGA/TF or ICAO), dashboards and reporting tools; and periodic review of implementation status.
 - i. Activities shall be organised as projects or work items with defined outputs (deliverables or products), outcomes and benefits; assigned responsible States or organisations; and implementation timelines.
 - j. The Task Force shall coordinate its work with the NACC Working Group, GREPECAS and RASG-PA; the region's Regional Safety Oversight Organizations; ACI-LAC, and other relevant ICAO groups and stakeholders.
 - k. The years in which an annual face-to-face meeting is not held, the NACC/AGA/WG will hold a virtual meeting to monitor the work programme.

— END —