



ICAO

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

(NACC/WG/AGA/TF/4) — IP/05
17/08/26

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)

Virtual phase: 8 – 31 June 2026
Mexico City, Mexico, 19 - 21 August 2026

Agenda Item 2: Review of Outcomes of Relevant Meetings
2.2 GREPECAS & NACC Working Group

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

(Presented by Secretariat)

EXECUTIVE SUMMARY

The Tenth North American, Central American and Caribbean Working Group Meeting (NACC/WG/10), held in Tulum, Mexico, from 8 to 12 September 2025, reviewed regional implementation progress and established priorities for the modernization, safety, efficiency and resilience of air navigation and aerodrome services in the CAR Region. The Meeting emphasized alignment of NACC/WG activities with the ICAO Strategic Plan 2026–2050, the GANP, the CAR/SAM Regional Air Navigation Plan and GREPECAS priorities.

For the AGA area, NACC/WG/10 identified several important work streams: updating the AGA Programme; maintaining accurate aerodrome implementation information in the NACC Dashboard; assessing Runway Safety Team effectiveness; updating AGA deficiencies in the GANDD; developing regional AGA material and KPIs for Volume III of the CAR/SAM ANP; supporting A-CDM implementation; strengthening airport infrastructure resilience; addressing the particular needs of Eastern Caribbean aerodromes; and participating in multidisciplinary work with ATM, ATFM, AIM, CNS and MET.

*Strategic
Objectives:*

- Every Flight Is Safe and Secure
- Aviation Is Environmentally Sustainable
- Aviation Delivers Seamless, Accessible, and Reliable Mobility for All
- No Country Left Behind
- The International Civil Aviation Convention and Other Treaties, Laws and Regulations Address All Challenges
- The Economic Development of Air Transport Assures the Delivery of Economic Prosperity and Societal Well-Being for All

References:

- Tenth North American, Central American and Caribbean Working Group Meeting (NACC/WG/10), Tulum, Mexico, from 8 to 12 September 2025.

1. Introduction

1.1 NACC/WG/10 reviewed progress of its Task Forces and sought to strengthen regional coordination, align action plans and establish measurable implementation priorities. The Meeting identified safety, airspace and operational efficiency, sustainability, technological modernization and regional cooperation as common priorities for future implementation.

1.2 The AGA area has an important role in these priorities because aerodromes constitute a fundamental component of the regional air navigation system. Airport capacity, runway safety, infrastructure resilience, surface operations and implementation monitoring must therefore be integrated with the broader work of the NACC/WG.

2. Analysis – Priority items for AGA Area

2.1 The following are the most important NACC/WG/10 items requiring AGA involvement or follow-up:

- a) Update of the AGA Programme and Action Plan: The AGA/TF agreed to update its Programme to align it with the ICAO Strategic Plan 2026–2050. This provides the basis for reviewing AGA priorities, deliverables, responsibilities and timelines before subsequent AGA/TF meetings.
- b) Aerodrome information for the NACC Dashboard: State AGA focal points agreed to maintain ICAO informed with current information on their international aerodromes. This is particularly important because the NACC Dashboard is used to monitor regional implementation and to provide senior civil aviation management with information on implementation status.
- c) Runway Safety Teams (RSTs): International aerodrome operators were requested to provide information to assess the effectiveness of their Runway Safety Teams. This work should support identification of weaknesses and good practices and strengthen runway safety implementation throughout the Region.
- d) AGA deficiencies and GANDD: AGA/TF has a direct responsibility to review and update aerodrome-related deficiencies in the GANDD. The Meeting emphasized that deficiency information must reflect the actual status of compliance with ICAO SARPs and include realistic corrective actions and deadlines.
- e) Regional AGA KPIs and CAR/SAM ANP Volume III: MCAAP projects were approved to develop regional material and KPIs supporting Volume III of the CAR/SAM Air Navigation Plan. AGA therefore needs to continue developing measurable indicators capable of demonstrating implementation and airport performance rather than reporting activities alone.
- f) Airport Collaborative Decision-Making (A-CDM): This is one of the clearest operational follow-up areas assigned to AGA. Under GREPECAS Project F3, the AGA/TF is expected to coordinate with the ICAO SAM Regional Office, States, ANSPs, airport authorities and IATA on the business case and implementation of A-CDM, including its relationship with SMGCS and apron management services. The AGA/TF was specifically identified to lead this coordination.
- g) Airport infrastructure resilience: NACC/WG/10 highlighted improvement of airport infrastructure as part of the regional resilience strategy. Work should consider airport capacity, operational continuity, resilience to disruptions and the progressive inclusion of environmental, predictability and resilience performance objectives.

- h) Eastern Caribbean aerodromes: The Meeting recognized that the sustainability of air navigation and aerodrome services in the Eastern Caribbean requires approaches adapted to the size and resource limitations of Small Island Developing States (SIDS). AGA work should therefore include targeted assessment of implementation gaps, infrastructure needs and appropriate regional assistance mechanisms for E/CAR States.
- i) Multidisciplinary coordination: AGA should not work independently. The NACC/WG/10 collaborative session formally included ATM, ATFM, AIM, CNS, AGA and MET, with the objective of aligning action plans, establishing responsibilities and timelines and improving contingency preparedness and harmonized implementation.
- j) AGA alignment with GREPECAS and regional planning: NACC/WG is recognized as the CAR regional implementation arm for ANS and AGA and reports to GREPECAS. AGA activities should therefore be linked directly to GREPECAS projects, the CAR/SAM RANP, GANP objectives and regional implementation priorities.

3. Conclusions

3.1 NACC/WG/10 confirms that the AGA area has an increasingly important role beyond traditional aerodrome infrastructure and regulatory compliance. Its work is directly connected with safety, capacity, operational efficiency, resilience, performance monitoring and digital transformation.

3.2 Based on the NACC/WG/10 outcomes, the principal AGA priorities should therefore be:

- a) AGA Programme alignment
- b) Airport data and KPIs
- c) GANDD deficiencies
- d) Runway Safety
- e) A-CDM/SMGCS/apron management
- f) Airport resilience
- g) E/CAR support
- h) Multidisciplinary coordination.

3.3 Among these activities, the items that merit highest priority for follow-up through the AGA/TF are the updating of AGA deficiencies and aerodrome data; development of meaningful KPIs for CAR/SAM ANP Volume III; assessment of RST effectiveness; implementation of A-CDM and associated surface-management improvements; and development of airport resilience actions, including specific support for Eastern Caribbean aerodromes.

3.4 These activities should be incorporated into the AGA/TF Action Plan with specific deliverables, responsible parties, timelines and measurable indicators, so that progress can be reported through the NACC Dashboard, NACC/WG/11 and ultimately GREPECAS.