



ICAO

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

**First North American, Central American and  
Caribbean Working Group (NACC/WG)  
Aerodromes and Ground Aids (AGA)  
Implementation Task Force Meeting  
(NACC/WG/AGA/TF/1)**

**Draft Report**

Mexico City, Mexico, 3 to 7 July 2023

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## HISTORICAL

### **ii.1 Place and Date of the Meeting**

The First North American, Central American and Caribbean Working Group (NACC/WG) Aerodromes and Ground Aids (AGA) Implementation Task Force Meeting (NACC/WG/AGA/TF/1) was held at the ICAO NACC Regional Office in Mexico City, Mexico, from 3 to 7 July 2023. On 6 July 2023 participants visited Felipe Angeles International Airport (MMSM) and had the opportunity to visit the airport's facilities.

### **ii.2 Opening Ceremony**

Mr. Raul Martinez, Regional Officer, Aeronautical Information Management of the North American, Central American and Caribbean (NACC) Office of the International Civil Aviation Organization (ICAO) provided opening remarks. Mrs. Fabiana Todesco, Regional Officer, Aerodromes and Gound Aids, welcomed the participants to the ICAO NACC Regional Office and officially opened the meeting.

### **ii.3 Officers of the Meeting**

The NACC/WG/AGA/TF/1 Meeting was held with the participation of the Chairperson, Mr. Alberto Rodriguez, Airport Certification and Safety Specialist / Inspector from United States. Mr. Rodriguez chaired the meeting plenary. Mrs. Fabiana Todesco served as Secretary of the Meeting.

### **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.

**ii.6            Agenda**

- Agenda Item 1:            Adoption of the Provisional Agenda and Schedule**
- Agenda Item 2:            Approval of the Terms of Reference (ToRs) and Work Programme of the NACC/WG/AGA TF**
- Agenda Item 3:            Runway Safety Team (RST) Implementation under the Regional Aviation Safety Group – Pan America (RASG-PA)**
- Agenda Item 4:            Global Reporting Format (GRF) Implementation - Reporting and Publishing of the New Aircraft Classification Rating – Pavement Classification Rating (ACR-PCR) Method**
- Agenda Item 5:            CAR/SAM Planning and Implementation Regional Group (GREPECAS)Project F1: Aerodromes Certification and Safety**
- Agenda Item 6:            GREPECAS Project F2: Aerodrome planning and Vol III of the Regional Air Navigation Plan**
- Agenda Item 7:            GREPECAS Project F3: Airport Collaborative Decision Making (A-CDM) Implementation under GREPECAS**
- Agenda Item 8:            Wildlife Hazard Management**
- Agenda Item 9:            Other Business**

## ii.7 Attendance

The Meeting was attended by 13 States from the NAM/CAR Regions, and 4 International Organizations totalling 41 delegates as indicated in the list of participants.

## 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/WG.

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

### List of Draft Conclusions and Decisions

Number	Title	Page
Decision NACC/WG/AGA/TF/01/01	<i>AGA Task Force Terms of Reference (ToRs)</i>	2-1
Conclusion NACC/WG/AGA/TF/01/02	<i>AGA Programme</i>	2-2
Conclusion NACC/WG/AGA/TF/01/03	<i>Development of GRF Project</i>	4-1
Conclusion NACC/WG/AGA/TF/01/04	<i>NACC Dashboards in AGA area</i>	6-1

## ii.9 List of Working and Information Papers and Presentations

WORKING PAPERS				
Number	Agenda Item	Title	Date	Prepared and Presented by
WP/01	1	Agenda and Schedule	27/04/23	Secretariat
WP/02	2	NACC/WG/AGA TF Terms of Reference (ToRs)	27/06/23	Secretariat
WP/03	2	NACC/WG/AGA TF Work Programme	--	Secretariat
WP/04	3	Report on the RST Projects Implementation Status	26/06/23	Secretariat
WP/05	4	Global Reporting Format (GRF) Implementation in the CAR Region	27/06/23	Secretariat
WP/06	5	Status of Project F1: Aerodromes Certification and Safety under GREPECAS	27/06/23	Secretariat

**WORKING PAPERS**

<b>Number</b>	<b>Agenda Item</b>	<b>Title</b>	<b>Date</b>	<b>Prepared and Presented by</b>
WP/07	6	Vol III of the Regional Air Navigation Plan under GREPECAS	--	Secretariat
WP/08	7	Project F3: Airport Collaborative Decision Making (A-CDM) Implementation under GREPECAS	--	Secretariat
WP/09	9	<i>Gestiones realizadas por el Comité Regional CAR/SAM para la Prevención del Peligro Aviario y Fauna-CARSAMPAF (available only in Spanish)</i>	29/06/23	CARSAMPAF
WP/10	9	Aerodrome Mapping Data Sets	21/06/23	Secretariat

**INFORMATION PAPERS**

<b>Number</b>	<b>Agenda Item</b>	<b>Title</b>	<b>Date</b>	<b>Prepared and Presented by</b>
IP/01	--	List of Working, Information Papers and Presentations	23/06/23	Secretariat
IP/02	9	World Geodetic System – 1984 (WGS84) Update	23/06/23	Secretariat
IP/03	6	Project F2: Aerodrome planning	--	Secretariat
IP/04	4	Reporting and Publishing of the New Aircraft Classification Rating – Pavement Classification Rating (ACR-PCR) Method	--	Secretariat

**PRESENTATIONS**

<b>Number</b>	<b>Agenda Item</b>	<b>Title</b>	<b>Presented by</b>
1	7	Airport Collaborative Decision Making (A-CDM) Implementation under GREPECAS	IATA
2	6	Global Air Navigation Plan (GANP)	Secretariat
3	8	<i>Gestiones realizadas por el Comité Regional CAR/SAM para la Prevención del Peligro Aviario y Fauna – CARSAMPAF (available only in Spanish)</i>	CARSAMPAF

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**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           The documentation for the meeting is listed under IP/01.

**Agenda Item 2: Approval of the Terms of Reference (ToRs) and Work Programme of the NACC/WG/AGA TF**

2.1 Under WP/02, the Secretariat presented for approval Decision *NACC/WG/AGA/TF/01* on the draft version of the AGA Task Force Terms of Reference (ToRs).

2.2 Aruba, Costa Rica, Jamaica and COCESNA proposed some changes to the ToRs draft, and the meeting approved the following decision:

<b>DECISION</b>	
<b>NACC/WG/AGA/TF/01/01</b>	<b>AGA TASK FORCE TERMS OF REFERENCE (ToRs)</b>
<p><b>What:</b></p> <p>That, the AGA Task Force approved its Terms of Reference (ToR), according to <b>Appendix A</b> of the NACC/WG/AGA/TF/1 report, to be presented to the NACC/WG/08 Meeting.</p>	<p><b>Expected impact:</b></p> <p><input type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input checked="" type="checkbox"/> Economic</p> <p><input checked="" type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<p><b>Why:</b></p> <p>The NACC/WG/7 Conclusion C/11 established that the AGA Task Force must develop its ToRs to be presented at the NACC/WG/08 Meeting in 2023.</p>	
<p><b>When:</b> Immediately</p>	<p><b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p><b>Who:</b> <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>	

2.3 The Secretariat, through WP/03, presented the draft of the AGA Programme to be monitored and supported by the AGA Task Force. Costa Rica, Jamaica and United States proposed some changes to the draft of the AGA Programme; therefore, the meeting approved the following conclusion:

<b>CONCLUSION</b>	
<b>NACC/WG/AGA/TF/01/02</b>	<b>AGA WORK PROGRAMME</b>
<b>What:</b> That, the AGA Task Force approved the Aerodromes and Ground Aids (AGA) Work Programme, in accordance to <b>Appendix B</b> to the NACC/WG/AGA/TF/1 report, including the work programme to be submitted to the NACC/WG/08 Meeting.	<b>Expected impact:</b> <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input checked="" type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
<b>Why:</b> Conclusion NACC/WG/7/11 established that the AGA Task Force develop its work programme to be presented to NACC/WG/08 Meeting in 2023.	
<b>When:</b> Immediately	<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
<b>Who:</b> <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:	

**Agenda Item 3:           Runway Safety Team (RST) Implementation under the Regional Aviation Safety Group – Pan America (RASG-PA)**

3.1           The Meeting noted the information presented in WP/04 on the RST implementation in the CAR Region. The current implementation status of RST in international aerodromes is 54%. The paper also informed on the progress of two RST implementation Projects:

- a)       “CAR/SAM Runway Safety Team (RST) Implementation Support Project”, approved by RASG-PA ESC/37 meeting; and
- b)       “Runway Safety Teams (RST) Implementation for the Central American States”, cooperation signed between ICAO NACC Regional Office and United States, Federal Aviation Administration (FAA).

3.2           Both projects have the same main objective, that is to “Establish and implement effective local RST at selected international aerodromes by 2025”, nevertheless they complement each other covering part of the CAR target States.

3.3           The Secretariat informed that State Letters will be sent to the States of Central America to coordinate the dates, on 2024 and 2025, for RST assistance missions at the international aerodromes listed in the projects.

**Agenda Item 4: Global Reporting Format (GRF) Implementation — Reporting and Publishing of the New Aircraft Classification Rating – Pavement Classification Rating (ACR-PCR) Method**

4.1 Under WP/05, the Secretariat presented information on the GRF implementation status in the CAR Region. The current CAR GRF implementation is approximately 14%. Due to this low level of implementation, the Meeting proposed the development of a project to support the CAR Region in the GRF implementation process.

4.2 Therefore, the Meeting agreed on the following conclusion:

<b>CONCLUSION</b>	
<b>NACC/WG/AGA/TF/01/03</b>	<b>DEVELOPMENT OF GRF PROJECT</b>
<p><b>What:</b></p> <p>That,</p> <p>a) States and airports in the CAR Region implement the GRF as established in Annex 14 Vol 1 and Doc 9981; and</p> <p>b) the AGA Task Force develops practical guidance material to support States, with predominantly tropical climatic conditions, to implement the GRF, by 20 April 2024.</p>	<p><b>Expected impact:</b></p> <p><input type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<p><b>Why:</b></p> <p>The implementation date originally envisaged by the ICAO Council was 5 November 2020. However, in State Letter Ref. AN 2/33-20/73 the ICAO Council postponed it from 5 November 2020 to 4 November 2021, the implementation date of provisions in the enhanced global reporting format for assessing and reporting runway condition. However, after 20 months from the implementation date, the implementation level in the CAR Region is 14%.</p>	
<p><b>When:</b> 20 April 2024</p>	<p><b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p><b>Who:</b> <input type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:</p>	<p>AGA TF</p>

4.4 The Secretariat, under IP/04, provided information on the new ACR-PCR Method, and urged States to plan and speed up the implementation process of the aforementioned method at their aerodromes by **28 November 2024**, according to Amendment 15 to Annex 14, Vol I.

**Agenda Item 5: CAR/SAM Planning and Implementation Regional Group (GREPECAS) Project F1: Aerodromes Certification and Safety**

5.1 Under WP/06, the Secretariat presented the progress status for Project F1: Aerodromes Certification and Safety under the CAR/SAM Planning and Implementation Regional Group (GREPECAS), as well as information on Effective Implementation (EI%) in the Universal Safety Oversight Audit Programme (USOAP) in Aerodromes and Grounds Aids (AGA) field.

5.2 The aerodromes certification status in the CAR Region in 2022 shows a slight increase in the number of certified aerodromes. There are 98 certified aerodromes in the CAR region, which represent 66%. In addition, the Effective Implementation (EI%) in the USOAP is 56.87% (baseline 2022) in AGA area, but the target for the NAM/CAR Region to 2025 is 80%.

5.3 States were invited to keep the NACC Dashboards updated on an annual basis through their AGA focal points and inform the ICAO Secretariat on their aerodromes certification status.

**Agenda Item 6: GREPECAS Project F2: Aerodrome planning and Vol III of the Regional Air Navigation Plan**

6.1 The Secretariat, through WP/07, presented relevant information and data on the AGA area for the National and Regional Air Navigation Plans in accordance with the Global Air Navigation Plan (GANP). Based on this, the meeting agreed on the following conclusion:

<b>CONCLUSION</b>	
<b>NACC/WG/AGA/TF/04</b>	<b>NACC AGA AREA DASHBOARDS</b>
<p><b>What:</b></p> <p>That, given the importance of developing the National and Regional Air Navigation Plans, the AGA Task Force:</p> <p>a) develop and update the NACC Dashboards by 15 May 2024; and</p> <p>b) develop a pilot project with an international airport in the CAR Region to develop the management process Global Air Navigation Plan (GANP) Key Performance Indicator (KPI) by 15 May 2024.</p>	<p><b>Expected impact:</b></p> <p><input type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<p><b>Why:</b></p> <p>Data and information about airports are important for the planning process, mainly to develop National Air Navigation Plan (NANP) and Regional Air Navigation Plan (RANP) according to GANP.</p>	
<p><b>When:</b> 15 May 2024</p>	<p><b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p><b>Who:</b> <input type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:</p>	<p>AGA TF</p>

6.2 Through IP/03, the Secretariat presented the progress status of Project F2: Aerodrome Planning under GREPECAS. Participants were encouraged to be aware of the guidance material for aerodromes planning.

6.3 Under P/02, the Secretariat presented on Global Air Navigation Plan (GANP) with the aim to inform and explain the objective, structure, roles and responsibilities of the GANP, including in this context information about Basic Building Blocks (BBBs) and Aviation System Block Upgrade (ASBU) methodologies.

**Agenda Item 7: GREPECAS Project F3: Airport Collaborative Decision Making (A-CDM) Implementation under GREPECAS**

7.1 Under P/01 IATA presented on A-CDM with information on the objectives, basic principles, the implementation checklist and when to consider implementing A-CDM at aerodromes as well as from the airlines' point of view which aerodromes have the potential to benefit from A-CDM.

**Agenda Item 8: Wildlife Hazard Management**

8.1 CARSAMPAF, through WP/09 and P/3, briefed the Meeting on the different programmes, projects, and initiatives they have towards the mitigation or solution of the possible consequences of the interaction between wildlife and aircraft operations. Also, CARSAMPAF updated the Meeting on all the activities they currently have in force:

- a) Application of the regional Wildlife Hazard Survey to CAR and SAM States;
- b) Design of a tool that facilitates the consultation and identification of the compliance requirements and their scope of application of DOC 9137, Part 3, Wildlife Hazard Management, Fifth Edition, 2020;
- c) Publication of CARSAMPAF Magazine; and
- d) Bird Migration Early Warning Program for Aviation – PATMA

**Agenda Item 9:           Other Business**

9.1                   Under WP/10, the Secretariat highlighted the importance that States in the CAR Region develop and complete Aerodrome mapping database (AMDB), as a collection of aerodrome mapping data organized and arranged as a structured data set. The Meeting noted that Aerodrome mapping data includes aerodrome geographic information and supports applications that improve the user's situational awareness or supplement surface navigation. This all results in an increase of safety margins and operational efficiency.

9.2                   IP/02 provided information on the need, by different States, of the update of the WGS84 geodetic system and its importance for Performance-Based Navigation (PBN), Instrument Flight Procedures (IFPs), and other important Aerodrome requirements.

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## APPENDIX A

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

#### 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 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.

#### 2. OBJECTIVE

The NACC/WG/AGA/TF, which is part of the North American, Central American, and Caribbean Working Group (NACC/WG), is the mechanism of coordination, elaboration and implementation of projects, activities, guidance material and training in the region aimed at increasing safety, capacity, and efficiency in air navigation in the Aerodromes and Ground Aids area.

#### 3. GENERAL FUNCTIONS

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

1. To promote the development of guidelines and guidance material in the AGA area, in order to support States not complying with the Universal Safety Oversight Audit Programme – Continuous Monitoring Approach (USOAP-CMA) Protocol Questions;
2. To promote the implementation of the CAR/SAM Planning and Implementation Regional Group (GREPECAS) Aerodromes Projects F1, F2, and F3, the Regional Aviation Safety Group – Panamerica (RASG-PA) Projects, and other AGA area topics defined by the NACC/WG/AGA/TF members;
3. To promote in the AGA area initiatives to increase safety, environment efficiency, and in coordination with the Air Navigation Service Providers (ANSP), the operational capacity of the Air Navigation Services (ANS);
4. To promote the implementation of services identified in the NAM/CAR Air Navigation Plans in the AGA area, and in the Global Air Navigation Plan (GANP – Doc 9750) and in any other relevant regional documentation related to AGA, complying with the corresponding ICAO Standards and Recommended Practices (SARPs), in support to the implementation initiatives related with the ICAO strategic objectives;
5. To share data and information on the situation and implementation initiatives among States, Territories, and International Organizations to improve safety, capacity, and navigation efficiency in the AGA area, mainly those related to GREPECAS and RASG-PA projects;
6. To promote a close cooperation among States, Territories, users, and International Organizations to optimize the use of experience and available resources avoiding work duplication;
7. To coordinate indicators and performance targets, deadlines, persons responsible of the execution and results;

8. To develop and implement a work programme in accordance with the NACC/WG guidelines in the AGA area;
9. To coordinate the tasks with the NACC/WG, as well as to coordinate regional information to support the Groups' activities; and
10. To efficiently lead activities with a minimum of formality and documentation, using electronic tools (teleconferences, email, and AGA Chatgroup) and telephone calls to ensure exchange of information when required, in both languages (Spanish and English).

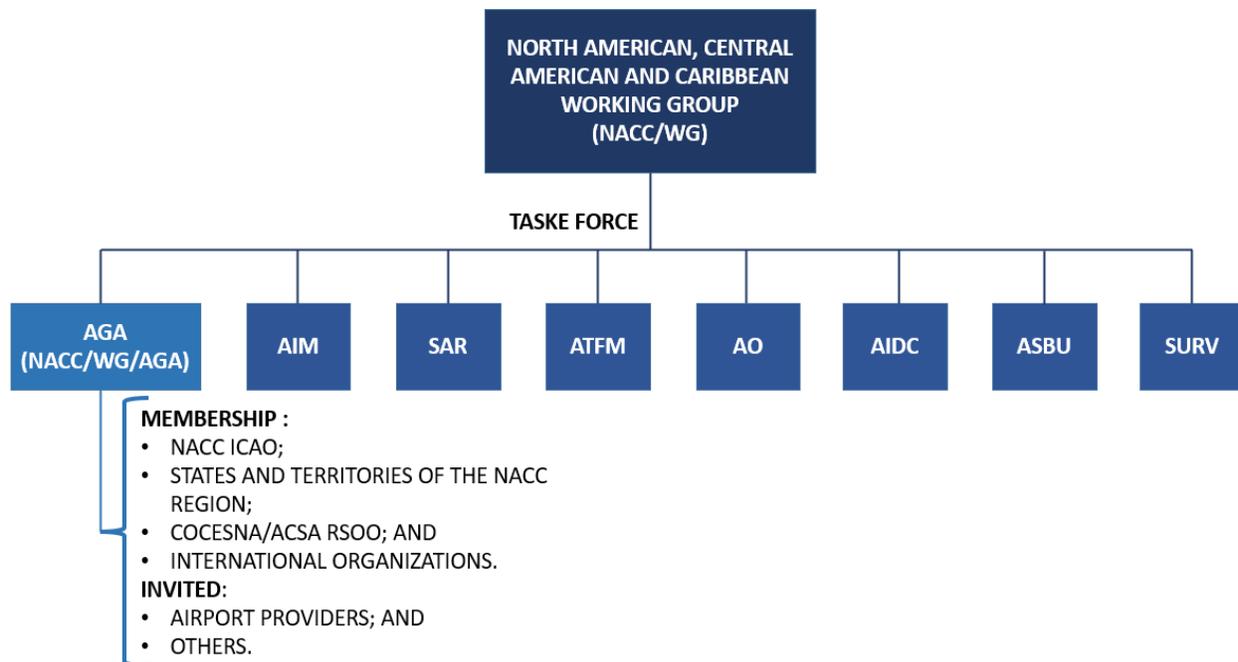
#### 4. MEMBERSHIP

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 that nominate members for the NACC/WG/AGA/TF should have the appropriate authority to make decisions on behalf of the institution they represent.

The NACC/WG/AGA/TF will coordinate and work together with other groups and projects as shown below:



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## 5. WORKING METHODS

The NACC/WG/AGA/TF Members will coordinate work as follows:

1. The Rapporteur and the alternate Rapporteur will be a State/Territory representative for a period of three years, extensible.
2. Through face-to-face meetings, every year, according to the regional programme and work planning depending on the need and considering the available technological tools or other mechanisms.
3. The ICAO NACC Regional Office will act as the Secretariat of the NACC/WG/AGA/TF 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.
4. 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/TF Meeting.
5. Follow-up will be carried out through calls, every three months, between Members and the Secretariat to follow-up on the work programme and monitor indicators for the regional air implementation of projects and activities; and
6. The years in which an annual face-to-face meeting is not held, the NAC/AGA/WG will hold a virtual meeting to monitor the work programme.

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**INTERNATIONAL CIVIL AVIATION ORGANIZATION**  
**North American, Central American and Caribbean (NACC) Regional Office**  
**AGA PROGRAMME**

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## 1. INTRODUCTION

The AGA Programme seeks to clearly define the projects and technical activities to support the States and Territories of the North America, Central America and Caribbean Region, mainly in the CAR Region, to meet the ICAO Strategic Objectives of Safety and Air Navigation Capacity and Efficiency and to play in supporting the United Nations Agenda 2030 for Sustainable Development.

According to the Global Air Navigation Plan Strategy, the global air navigation system supports the safe and orderly development of international civil aviation, and the airports comprise one of the important parts of this system. Therefore, safe and efficient airports are essential for international air transport.

## 2. OBJECTIVE, VISION AND STRATEGY

The **objective** of this programme is to support the States and Territories of the North America, Central American and Caribbean Region, through technical assistance projects and activities, to meet the ICAO Strategic Objectives regarding safety and air navigation capacity and efficiency in AGA area.

The **vision** of this Programme is the development and strengthening of the States/Territories and their airports in safety surveillance, together with the increase in the capacity and efficiency of air navigation, in according with ICAO Standards and Recommended practices (SARPs), through the implementation of projects and activities of complementary way in the AGA area, in order to provide a more holistic approach to its evolution and achievement of its objectives.

The **strategy** of this programme is based on the commitment of States and Territories international airports to comply with ICAO SARPs.

## 3. SCOPE

The scope of this programme is composed of projects and activities of the AGA area that meet the ICAO Strategic Objectives - Safety and Air Navigation Capacity and Efficiency (see table below).



No.	TOPIC/ THEME	ID	PROJECT/ CONTINUOUS ACTIVITIES	OUTPUTS / DELIVERABLES	PERIOD	OBSERVATION
T01	AGA dashboards	T01.1	Update of the AGA Database (Appendix B)	Identification of the areas of improvement and monitoring of the results of the AGA projects and activities	2023	
		T01.2	NACC Dashboards ( <a href="https://istars.icao.int/Sites/">https://istars.icao.int/Sites/</a> )		2023 to 2025	
T02	Airport Certificate	T02.1	Identification of international airports in the certification process		2023	
		T02.2	Follow-up of processes with the State and airports		2023 to 2024	
T03	EI% USOAP in AGA area	T03.1	Support to States and Territories in the development of guidance (34 Protocol Questions (PQs) – EC05)		2023 to 2025	
		T03.2	Support to States and Territories in the development of national regulation (19 PQs – EC02)		2023 to 2024	
		T03.3	Workshops	Guiding the States in the development of guide materials	2024 to 2025	
		T03.4	Technical Assistance to States and Territories		Continuous	
T04	Runway Safety Teams (RST) Implementation	T04.1	RST implementation plan per State	Roadmap including a plan per State	2023	
		T04.2	Best practices and guidance material		2023	
		T04.3	Training courses		2023 to 2024	
		T04.4	Workshops		2023	
		T04.5	Onsite GO-Team		2023 to 2025	
		T04.6	Virtual RS Go-Team follow-up		2023 to 2025	

T05	Global Reporting Format (GRF) Implementation	T05.1	GRF implementation plan per State	Roadmap including a plan per State	2023	
		T05.2	Best practices and guidance material		2023 to 2024	
		T05.3	Training courses		2023 to 2024	
		T05.4	Virtual Go-Team follow-up		2023 to 2025	
T06	New ACR-PCR	T06.1	New ACR-PCR implementation plan per State	Roadmap including a plan per State	2023	
		T06.2	Best practices and guidance material		2023	
		T06.3	Training courses		2023 to 2024	
		T06.4	Workshop		2023	
		T06.5	Onsite GO-Team		2023 to 2025	
		T06.6	Virtual follow-up		2023 to 2025	
T07	A-CDM	T07.1	Definition of the criteria for the implementation of A-CDM at the airport		2023	
		T07.2	A-CDM implementation pilot project for an airport in the CAR Region (depending on the interest of the airport provider)		2024	
T08	Wildlife management	T08.2	Best practices and guidance material		2024	
		T08.3	Training courses		2023 to 2024	
		T08.4	Workshop		2024	
		T08.6	Virtual follow-up		2024 to 2025	

T09	Airport Planning	T09.1	Guide material for airport planning at national level (Basis of the National Air Navigation Plan in the AGA area)		2023	
		T09.2	Material Guía - Comités Consultivos De Aeropuertos		2023	
		T09.3	Update Doc 9184 - Airport Planning Manual		2024	
T10	Airport Emergency Plan (AEP)	T010.1	Best practices and guidance material		2024	
		T010.2	Training courses			
		T010.3	Workshop	Guiding the States in the development of AEP	2024 to 2025	
T11	National and Regional Air Navigation Plan (NANPs and RANPs) in the AGA area	T11.1	Basic Building Block (BBB) analysis for airports		2023 to 2024	
		T11.2	KPI GANP management pilot project for an international airport		2024	
		T11.3	Support to States and Territories for the development of their NANPs an area AGA		2024 to 2025	

It is important to emphasize that the projects and activities of the AGA Programme are an integral part of the Systemic Assistance Programme of the ICAO NACC Regional Office (<https://www.icao.int/NACC/Pages/nacc-nclb.aspx>).

#### 4. EXPECTED OUTCOME AND REGIONAL TARGET INDICATORS

The ICAO's Business Plan 2023-2025 sets targets for the NAM/CAR Regions for each ICAO strategic objective through regional indicators. In this way, specifically for the AGA area with reference to the ICAO Strategic Objective – Safety and Air Navigation Capacity and Efficiency, the table below presents the indicators and targets for 2023 to 2025.

OUTPUT	INDICATOR	WHAT IT MEASURES AND RATIONALE (assumptions)	BASELINE (2022)	2023	2024	TARGET END 2025
Strengthened safety of civil aviation at the regional level	i) Effective implementation of the Universal Safety Oversight Audit Programme (average SSP foundation)	This indicator measures effective implementation of the Universal Safety Oversight Audit Programme	68.17% (56.87% in AGA area)	75.32%	78.32%	80%
	iii) % of Aerodrome Certification	This indicator measures the percentage of international aerodrome certification listed in the Regional Air Navigation Plan	63%	67%	75%	85%
Enhanced efficiency and increased capacity at the regional level	i) Average Regional percentage of GANP ASBU modules/elements implemented by states according to the Regional ANP.	This indicator measures the maturity of ASBU implementation in the Regions. This indicator measures the AVG GANP ASBU applicable implementation.	35%	45%	60%	70%

OUTPUT	INDICATOR	WHAT IT MEASURES AND RATIONALE (assumptions)	BASELINE (2022)	2023	2024	TARGET END 2025
		Participants refers to States.				
	Development/Update of the National Air Navigation Plan (NANP)	This indicator measures the number of NANP developments or update according in the GANP of 7 <sup>th</sup> version.	20%	40%	55%	60%

## 5. RESOURCES

It is envisaged that this programme will be implemented through additional resources from ICAO (consultants) as well as in-kind contributions (subject matter experts) from States in the region and other potentially interested States and Territories.

It is expected that the States and Territories of the NAM CAR Region will be involved in the project to support the project and programme activities and ensure the sustainability of the expected results.

## 6. PRE-REQUISITE

The success of the Project will depend on the:

- Political will, commitment and support from the States and Territories of the NAM CAR Region and airports.
- Availability of data and information relevant to the programme (AGA Database).
- Availability of experts for each of the areas concerned.
- Availability of funds.

## 7. RISK ASSESSMENT

The main risks of the AGA Programme and its mitigation measures are:

- Lack of political will and formal commitment from the States and Territories of the NAM/CAR Regions; to mitigate this risk the ICAO NACC RO needs to highlight the benefits and impact foreseen for the aviation development and socioeconomic growth of having a strong safety oversight system.

- Lack of local technical/institutional expert support; to mitigate this risk NACC RO needs to maintain liaison with States and Territories of the NAM/CAR Regions to ensure the execution of necessary actions.
- Insufficient funds to cover SME participation; to mitigate this risk, a step-by-step approach for implementation of the project and activities of programme may be applied and if necessary, onsite missions may be partially converted in teleconferences, decreasing the number of days onsite, as long as it does not harm the expected return of the AGA Programme.

## **8. BUDGET**

The budget and funds for the projects and activities provided for in this programme will be defined.

**9. ROADMAP OF PROJECTS AND ACTIVITIES 2023 TO 2025**

No.	TOPIC/THEME	2023	2024	2025
T01	AGA dashboards			
T02	Airport Certificate			
T03	EI% USOAP in AGA area (NACC SAP)			
T04	Runway Safety Teams (RST) Implementation			
T05	GRF Implementation			
T06	New ACR-PCR			
T07	A-CDM			
T08	Wildlife management			
T09	Airport Planning			
T10	Airport Emergency Plan (AEP)			
T11	NANPs and RANPs in the AGA area			

**APPENDIX A**

**LIST OF AGA FOCAL POINTS FOR STATES AND TERRITORIES OF THE NAM CAR REGION**

<b>ID</b>	<b>Country / Pais   Organization / Organización</b>	<b>Official Position or Title / Cargo o Título Oficial</b>	<b>Full Name / Nombre Completo</b>
1	Anguilla (UK)		
2	Antigua and Barbuda (ECCAA)		
3	Aruba	Manager Strategy and Policy Unit	Anthony Kirchner
4	Bahamas	Director of Aerodromes & Ground Aids	Lamar Thompson
5	Barbados	Aerodromes and ATS Inspector	Gail M Clarke
6	Belize		
7	Bermuda (UK)	Director of Operations	Tariq Lynch-Wade
8	Bonaire (Netherlands)		
9	British Virgin Island (UK)		
10	Canada		
11	Cayman Islands (UK)	Chief Airport Operations Officer	Wayne DaCosta
12	Costa Rica	Jefe, Unidad de Supervisión de Aeródromos	Luis Alberto Torres Núñez
13	Cuba		Noberto Cabrera
14	Curaçao (Netherlands)	Aviation Safety Inspector, Aerodromes	Constance Elisa-Plantijn
15	Dominican Republic	Encargado del Departamento de Certificaciones, Autorizaciones y Aprobaciones de Aeródromos	Francisco Jose Peña Rivas
16	ECCAA		Simon
17	El Salvador		Lidia Carolina Liang Guan
18	French Antilles, Guadeloupe, Martinique, Saint Brthelemy (France)		
19	Grenada (ECCAA)		
20	Guatemala		
21	HAITI/OFNAC	AGA inspector	Berry Wardley ETIENNE

ID	Country / Pais   Organization / Organización	Official Position or Title / Cargo o Título Oficial	Full Name / Nombre Completo
22	Honduras		Ricardo Padilha
23	Honduras		Juan Manuel Reyes
24	Jamaica		Mrs Karen Dryden
25	Mexico	Directora de Aeropuertos	Ing. Maricruz Hernández García
26	Mexico		?
27	Mexico		?
30	Montserrat (UK)		?
31	Nicaragua	Ingeniero Civil - Certificador de Aeródromos AGA.	Denis Jose Silva Mercado.
32	Saba (Netherlands)		
33	Saint Kitts and Nevis (ECCAA)		
34	Saint Lucia (ECCAA)	Chief Aviation Officer	Eustace Cherry
35	Saint Pierre et Miquelon (France)		
36	Saint Vicent and the Grenadines (ECCAA)		
37	Sint Eustatius (Netherlands)		
38	Sint Maarten (Netherlands)		
39	Trinidad & Tobago	Civil Aviation Safety Inspector- Aerodromes	Giselle Best
40	Trinidad and Tobago	Manager, Licensing	Amit Seetahal
41	Turks and Caicos Islands (UK)		
42	United States / FAA	Senior Foreign Affairs Specialist	Khalil Kodsí
43	United States / FAA		Alberto Rodriguez
44	United States / FAA	Foreign Affairs Specialist	Lillian Miller
45	ACI-LAC	1	ACI-LAC
46	ACI-LAC	2	ACI-LAC
47	COCESNA-ACSA	Especialista en aeródromos	Ing. Herbert Wedel Poltronieri

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ID	Country / País   Organization / Organización	Official Position or Title / Cargo o Título Oficial	Full Name / Nombre Completo
48	IFALPA	Executive Vice President CAR/NAM	Captain Rod Lypchuk























ID	STATES/TERRITORIES	ICAO CODE	AERODROMES	Geo. Coord.	Certified	Phases of cert.	RST	GRF	Master Plan	Emergency Plan	A-CDM	New ACR-PCR	KPI GANP
187	United States	KPHX	PHOENIX / Sky Harbor International										
188	United States	KSLC	SALT LAKE CITY / Salt Lake City International										
189	United States	KSAN	SAN DIEGO / San Diego Int'l-Lindbergh Field										
190	United States	KSFO	SAN FRANCISCO / San Francisco International										
191	United States	KSEA	SEATTLE / Seattle-Tacoma International										
192	United States	KTPA	TAMPA / Tampa International										
193	United States	KIAD	WASHINGTON / Dulles International										
194	United States	KDCA	WASHINGTON / Ronald Reagan National										
195	Virgin Islands (UK)	TUPJ	ROADTOWN/Beef Island										
196	Virgin Islands (UK)	TUPW	VIRGIN GORDA I./Virgin Gorda										
197	Virgin Islands (USA)	TISX	CHRISTIANSTED/Henry E. Rohlsen, St. Croix										
198	Virgin Islands (USA)	TIST	SAINT THOMAS/Cyril E. King										

**Answer:**

Geo. Coord. - degrees, minutes and seconds

Certified – Yes or Not

Phases Of Certification – 01 to 05

Runway Safety Teams (RST) - Yes or Not

GRF - Yes or Not

Master Plan - Yes or Not  
Emergency Plan - Yes or Not  
A-CDM - Yes or Not  
New ACR-PCR - Yes or Not  
KPI GANP – 01 to 23

**APPENDIX C**

**% PROTOCOLS QUESTIONS USOAP NO SATISFACTORY NA AREA AGA DA REGIAO NAM CAR**

ID	PQ No.	Protocol Question	PPQ	CE	# PQS with answers (N or S)	# States with no sat PQ	% States with no sat PQ
1	8.001	Has the State promulgated specific operating regulations to transpose the provisions of Annex 14?	Yes	CE-2	24	11	46%
2	8.003	Has the State implemented procedures for the amendment of its specific regulations, taking into consideration ICAO provisions and their amendments?	Yes	CE-2	24	12	50%
3	8.005	Has the State promulgated regulations detailing the requirements for the certification of aerodromes?	Yes	CE-2	24	10	42%
4	8.011	If the State is involved in the provision of aerodrome facilities and services, is there a clear separation of authority between the State operators and the State regulatory authority?	Yes	CE-3	20	1	5%
5	8.015	Has the State implemented procedures for identifying and notifying differences, if any, to ICAO?	Yes	CE-2	24	14	58%
6	8.031	Has the State established an organizational structure, e.g. a Directorate of Aerodromes Safety and Standards (DASS), for airport certification and surveillance activities?		CE-3	24	8	33%
7	8.033	Are all the functions and responsibilities of the aerodrome regulatory authority clearly defined?		CE-3	24	9	38%
8	8.035	Have job descriptions been developed for technical staff and key management personnel of the aerodrome regulatory authority?		CE-3	24	7	29%
9	8.039	Does the aerodrome regulatory authority have sufficient human resources (including an appropriate mix of technical disciplines given the size and scope of all the aerodrome operations in the State) to carry out its functions and mandate?	Yes	CE-3	24	17	71%
10	8.040	Has the State established appropriate minimum qualification and experience requirements for the technical staff and key management personnel of the aerodrome regulatory authority?		CE-4	9	5	56%

ID	PQ No.	Protocol Question	PPQ	CE	# PQS with answers (N or S)	# States with no sat PQ	% States with no sat PQ
11	8.042	Does the State ensure that the established minimum qualification and experience requirements are met by all technical staff and key management personnel of the aerodrome regulatory authority?		CE-4	9	7	78%
12	8.045	Have aerodrome inspectors been issued credentials to facilitate access to aerodrome facilities in the State and access to certification documentation for the purpose of inspections and enforcement?		CE-3	24	1	4%
13	8.047	If the aerodrome regulatory authority delegates its duties to other entities (e.g. CAA divisions, State bodies, Contracting States, regional organizations or private agencies), are the delegated tasks clearly defined?		CE-3	3	0	0%
14	8.048	If deficiencies or concerns are identified in the tasks delegated to other entities or individuals, does the aerodrome regulatory authority have a process in place for their resolution?		CE-8	1	0	0%
15	8.049	If the duties of the aerodrome regulatory authority have been delegated to other entities or individuals, have the requirements for competency been established?		CE-4	5	0	0%
16	8.050	Does the aerodrome regulatory authority conduct surveillance of tasks delegated to other entities or individuals?		CE-7	1	1	100%
17	8.051	Has the aerodrome regulatory authority developed a formal training programme detailing the type of training to be provided to aerodrome regulatory and inspectorate staff?	Yes	CE-4	24	12	50%
18	8.053	Does the aerodrome regulatory authority develop a periodic training plans detailing and prioritizing the type of training to be provided during the established period?		CE-4	24	16	67%
19	8.055	Is the training programme appropriately implemented?	Yes	CE-4	24	16	67%
20	8.057	Does the aerodrome regulatory authority have a system for the maintenance of training records for its technical staff?		CE-4	24	5	21%

ID	PQ No.	Protocol Question	PPQ	CE	# PQS with answers (N or S)	# States with no sat PQ	% States with no sat PQ
21	8.063	Does the State issue and maintain up-to- date publications, including guidance material, to ensure that aerodrome operators are aware of the State regulations and supporting requirements which have to be met for the granting and retention of an aerodrome certificate?		CE-5	15	12	80%
22	8.065	Are the relevant ICAO documents and other technical publications up-to-date and readily available to aerodrome regulatory and inspectorate staff?		CE-5	24	7	29%
23	8.069	Has the aerodrome regulatory authority developed guidance material and procedures for aerodrome inspectorate staff, covering each technical specialist area?		CE-5	24	12	50%
24	8.083	Has the State established a process for the certification of aerodromes?	Yes	CE-5	24	11	46%
25	8.085	Does the aerodrome regulatory authority require that a prospective aerodrome operator complete and submit a formal application form for obtaining an aerodrome certificate?		CE-6	24	6	25%
26	8.086	Does the aerodrome regulatory authority fully implement the certification requirements?	Yes	CE-6	9	7	78%
27	8.087	Does the aerodrome regulatory authority review the organizational competence and level of resources of prospective aerodrome operators or certificate holders and ensure that they employ competent personnel to perform all critical activities for aerodrome operations and maintenance?	Yes	CE-6	23	13	57%
28	8.091	Does aerodrome certification staff track compliance with the initial certification requirements using appropriate checklists?	Yes	CE-6	24	10	42%
29	8.093	Does the scope of the certification process explicitly include referral to competent State entities and coordination with elements of air traffic service (ATS) for the local airspace of an aerodrome?		CE-6	23	11	48%

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30	8.099	As part of the State's aerodrome certification process, does the State implement procedures for accepting a non-compliance with the established requirements, including a risk assessment mechanism and notification procedure?	Yes	CE-6	24	14	58%
31	8.101	Does the aerodrome certificate issued by the State contain appropriate information, including the type of use of the aerodrome?	Yes	CE-6	24	9	38%
32	8.103	Does the aerodrome regulatory authority maintain an appropriate filing system for each aerodrome to be certified and a certificate register?		CE-6	24	10	42%
33	8.105	Has the State established procedures for the amendment and transfer of an aerodrome certificate?		CE-5	24	7	29%
34	8.111	Does the State ensure that aerodrome operators develop and submit an aerodrome manual to the appropriate State authority for approval/acceptance prior to certification?	Yes	CE-6	24	9	38%
35	8.113	As part of the certification process, does the State assess both initial and continuing organizational competence to ensure that the aerodrome operator's staff has the necessary competence and experience to operate and maintain the aerodrome properly?		CE-7	24	13	54%
36	8.115	Does the State ensure that: a) aerodrome manuals are reviewed periodically; b) the information contained in the manual remain correct; and c) up-to-date copies of approved aerodrome manuals are kept by the aerodrome regulatory authority?		CE-7	24	15	63%
37	8.119	Does the State provide guidance to the aerodrome regulatory authority technical staff, and have procedures in place, on the initial review and approval/acceptance of an aerodrome manual and its subsequent amendments?		CE-5	24	11	46%

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38	8.132	Has the State promulgated regulations defining an aerodrome reference code, determined in accordance with the characteristics of the aeroplane for which an aerodrome facility is intended, to be used for planning purposes?		CE-2	9	5	56%
39	8.133	Has the State established coordination between aerodromes/heliports and AIS to ensure up-to-date information of aerodrome safety-related conditions?		CE-6	24	10	42%
40	8.134	Has the State promulgated regulatory requirements relating to aerodrome data?		CE-2	9	5	56%
41	8.137	Does the State ensure that aerodrome operators comply with the requirements for the determination and reporting of pavement bearing strengths?		CE-6	24	3	13%
42	8.139	Has the State promulgated regulations and associated industry guidance material to determine the bearing strength of a pavement and regulate the use of a pavement by an aircraft with an aircraft classification number (ACN) higher than the reported pavement classification number (PCN)?		CE-2	24	10	42%
43	8.141	Has the State established guidance for calculating the declared distances, to the specified accuracy, for runways intended for use by international commercial air transport?		CE-5	24	7	29%
44	8.142	Has the State promulgated regulations relating to monitoring and reporting of information on the condition of the movement area and related facilities?	Yes	CE-2	0	0	
45	8.143	Does the State ensure that aerodrome operators inspect the movement areas at the appropriate frequency, and monitor and report the condition of the movement areas and operational status of related facilities?	Yes	CE-7	24	10	42%
46	8.144	Does the State ensure that personnel assessing and reporting runway surface conditions are trained and competent to perform their duties?		CE-6	0	0	

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47	8.145	Does the State ensure that aerodrome operators establish and implement procedures to assess and report runway surface condition through a runway condition code (RWYCC) and a description using the appropriate terms?		CE-6	24	14	58%
48	8.147	Does the State ensure that aerodrome operators have a process for determining and providing relevant information that a runway, or part of, may be slippery wet, and when the friction level of a paved runway or portion thereof is less than the minimum friction level specified by the State?		CE-7	24	19	79%
49	8.148	Has the State established guidance for assessment and reporting of runway surface condition?		CE-5	0	0	
50	8.149	Has the State established procedures for the issuance of NOTAMs in relation to contaminants on a runway?		CE-5	14	7	50%
51	8.151	Does the State ensure that aerodrome operators provide contact information and aerodrome's capability for the removal of disabled aircraft?		CE-6	24	9	38%
52	8.153	Does the State ensure that aerodrome operators provide information concerning the level of protection available at an aerodrome for aircraft rescue and firefighting (RFF) purposes?	Yes	CE-6	24	2	8%
53	8.155	Does the State ensure that aerodrome operators notify changes in the level of aircraft rescue and firefighting (RFF) protection normally available at an aerodrome to air traffic service (ATS) and AIS?		CE-7	24	10	42%
54	8.157	Does the State ensure that aerodrome operators make available information about visual approach slope indicator system installations?		CE-6	24	4	17%

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55	8.161	Does the aerodrome certification process include an assessment of the aerodrome physical characteristics, facilities, operational services and equipment to verify compliance with the specified standards and practices?	Yes	CE-6	24	14	58%
56	8.162	Has the State promulgated regulations relating to the aerodrome physical characteristics?		CE-2	22	8	36%
57	8.163	Does the State require and ensure the provision of runway end safety areas (RESA) at aerodromes?	Yes	CE-6	24	17	71%
58	8.169	Are checklists provided to aerodrome inspectors during inspections of aerodrome physical characteristics, facilities, operational services, equipment and installations?		CE-5	24	7	29%
59	8.171	Whenever a change to the aerodrome physical characteristics, facilities or equipment is proposed, does the aerodrome regulatory authority ensure that the aerodrome operator has a procedure for evaluating the impact of this change on the safety of the existing operation?		CE-7	24	13	54%
60	8.172	Has the State promulgated regulations relating to the aerodrome electrical systems?		CE-2	15	5	33%
61	8.173	Does the State ensure that aerodrome operators comply with regulations for the provision of primary and secondary power supplies?	Yes	CE-6	24	10	42%
62	8.175	If the aerodrome operators use runways when runway visual ranges are less than 550 m, does the State ensure that the electrical systems are designed so that an equipment failure will not leave the pilot with inadequate visual guidance?		CE-6	8	1	13%

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63	8.177	Where a runway forming part of a standard taxi-route is provided with runway lighting and taxiway lighting, does the State ensure that aerodrome electrical systems are interlocked to preclude the possibility of simultaneous operation of both forms of lighting?		CE-6	7	0	0%
64	8.179	Does the State ensure that aerodrome operators have a method to monitor lighting system reliability and indicate any fault, appropriate to the type and level of operations?	Yes	CE-6	23	10	43%
65	8.181	Has the State established and implemented coordinated arrangements among its aviation agencies, aerodrome regulatory authority and aerodrome operators in order to optimize civil aviation security measures in the State and ensure that international civil aviation security measures are integrated into the design and construction of aerodrome facilities?		CE-6	24	14	58%
66	8.182	Has the State promulgated regulations relating to aerodrome operational services, equipment and installations?		CE-2	22	9	41%
67	8.183	Does the State ensure that aerodrome operators comply with regulations for providing a fence or suitable barriers to aerodromes and off-aerodrome ground installations and facilities, including sewers, ducts and tunnels as well as the requirements for the lighting of security fences and barriers?		CE-6	24	9	38%
68	8.191	Does the State ensure that aerodrome operators comply with the frangibility and height restriction requirements for equipment or installations located near or on a runway, on the non-graded portion of a runway strip, on precision approach runways, or for obstacles of operational significance?	Yes	CE-6	24	10	42%

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69	8.201	Does the aerodrome certification process include an assessment of the aerodrome visual aids (e.g. lights, markings, markers and signs) and electrical systems?	Yes	CE-6	23	8	35%
70	8.202	Has the State promulgated regulations relating to aerodrome visual aids for navigation and visual aids for denoting restricted use areas?		CE-2	13	9	69%
71	8.204	Does the State ensure that aerodrome operators comply with requirements related to runway safety, including the establishment of a runway safety team?	Yes	CE-6	0	0	
72	8.209	Does the State ensure that aerodrome operators comply with the regulations for the provision of a surface movement guidance and control system (SMGCS) and that signs shall be provided to convey a mandatory instruction, information on a specific location or destination on a movement area?		CE-6	24	16	67%
73	8.211	Does the State ensure that stop bars are installed in accordance with the requirements and controlled by ATS?		CE-6	9	1	11%
74	8.215	At aerodromes where selective switching of stop bars and taxiway centre line lights is used for surface movement guidance and control system (SMGCS), does the State ensure the implementation of the requirements in accordance with ICAO Standards?		CE-6	5	0	0%
75	8.219	Has the State promulgated a regulation for surface movement radar to be provided at aerodromes where there are movements of aircraft in visibilities of less than 350 m, and in other visibility conditions, where regularity of traffic cannot be maintained by alternative means?		CE-2	9	0	0%

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76	8.221	Does the State ensure that an aerodrome's surface movement guidance and control system (SMGCS) is designed to assist in the prevention of inadvertent incursions of aircraft and vehicles onto an active runway or taxiway, and collisions on any part of the movement area?		CE-6	24	14	58%
77	8.222	Has the State promulgated regulations relating to visual aids for denoting obstacles?		CE-2	9	5	56%
78	8.223	Does the State ensure that aerodrome operators/competent State authority comply with regulations relating to marking and lighting obstacles, both on the aerodrome and in the vicinity of aerodromes, which could otherwise present a hazard to aircraft?	Yes	CE-7	24	9	38%
79	8.225	Does the State ensure that aerodrome operators develop and implement procedures to mark permanent and temporary movement area closures and meet location and characteristic specifications?		CE-6	24	12	50%
80	8.227	Does the State ensure that aerodrome operators use taxi side stripe markings on taxiways, runway turn pads, holding bays and aprons in order to distinguish non-load-bearing surfaces and unserviceable areas from load-bearing areas?		CE-6	24	9	38%
81	8.233	Does the State ensure that aerodrome operators/competent State authority comply with regulations on the requirement to extinguish, screen or otherwise modify non-aeronautical lights which could present a hazard to aircraft safety?		CE-7	23	12	52%
82	8.235	Does the State ensure that aerodrome operators comply with regulations related to the control of lighting intensity?		CE-6	24	9	38%

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83	8.239	If the aerodrome uses the 30 m spacing option for the provision of runway centre line lights, does the State ensure the implementation of requirements which specify related maintenance objectives and which call for a demonstration of conformance with them?		CE-6	4	1	25%
84	8.245	Does the State ensure the implementation of requirements for the provision of visual docking guidance systems, in accordance with Annex 14, Vol I specifications, including evaluation, location, characteristic specifications, and azimuth and stopping guidance?		CE-6	10	4	40%
85	8.251	Does the State ensure that aerodrome operators develop and implement aerodrome maintenance programmes at all aerodromes in the interests of safety, efficiency and regularity of aircraft operations?		CE-6	24	11	46%
86	8.252	Has the State promulgated regulations relating to aerodrome maintenance?		CE-2	9	6	67%
87	8.253	Does the State ensure that the aerodrome operators' maintenance programme include precautions for runway, taxiway and apron pavements and taxiway shoulders in relation to surface debris and regularity?		CE-6	24	12	50%
88	8.255	Has the State promulgated regulations for the measurement of runway friction characteristics?		CE-2	24	13	54%
89	8.257	Has the State established and implemented a mechanism to ensure that aerodrome operators maintain good friction characteristics and low rolling resistance on runways?		CE-7	24	15	63%

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90	8.259	Does the State ensure that aerodrome operators: a) define maintenance performance level objectives for visual aids as part of their preventive maintenance programme, and b) restrict construction or maintenance activities in the proximity of aerodrome electrical systems during low visibility operations?	Yes	CE-6	24	13	54%
91	8.273	Does the State ensure that aerodrome operators implement the requirements that runway strips are free of objects unless they are needed for air navigation purposes and meet frangibility requirements?		CE-7	24	13	54%
92	8.275	Has the State promulgated regulations relating to obstacle restriction and removal on and around aerodromes?	Yes	CE-1	24	6	25%
93	8.277	Does the State ensure the implementation of requirements relating to the group of obstacle limitation surfaces (OLS) at and around aerodromes?	Yes	CE-7	24	9	38%
94	8.279	Has the State established and implemented a process to ensure that the siting or performance of visual and non-visual aids to navigation is not adversely affected by objects under the approach surface?		CE-7	24	8	33%
95	8.281	Does the State provide sufficient guidance to regulatory staff and the industry on obstacle control?		CE-5	24	10	42%
96	8.283	When new construction above, beyond or outside the obstacle limitation surfaces (OLS) is proposed, does the State require and ensure coordination between the land-use authorities and the appropriate aviation interests?		CE-7	24	8	33%
97	8.287	Does the State ensure that aerodrome operators control the use of vehicles on aerodromes, including the restriction on the use of airside roads?		CE-6	24	8	33%

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98	8.291	Does the State ensure that aerodrome operators/competent State authority develop emergency plans, including appropriate cooperation and coordination with other entities involved in the provision of emergency services and the development of the plans?		CE-6	24	10	42%
99	8.293	Does the State ensure compliance with requirements for the periodic testing and review of aerodrome emergency plans?		CE-7	24	12	50%
100	8.297	Does the State ensure the implementation of requirements for the availability and coordination of specialist rescue services to be included in the emergency plans of aerodromes close to water, swampy areas or difficult terrain?		CE-6	24	11	46%
101	8.299	Does the State ensure the implementation of requirements for the establishment and manning of emergency operations centres and mobile command posts, and for communication between them?		CE-6	24	10	42%
102	8.301	Does the State ensure the implementation of requirements for the provision of rescue and firefighting (RFF) services at all aerodromes, which takes into account the aerodrome location and the surrounding terrain?		CE-7	23	8	35%
103	8.303	Has the State promulgated regulations in accordance with Annex 14 for the determination of rescue and firefighting (RFF) services to be provided at an aerodrome?	Yes	CE-2	24	10	42%
104	8.305	Has the State established and ensured implementation of rescue and firefighting (RFF) extinguishing agent specifications, including quantities and discharge rates?	Yes	CE-7	24	9	38%
105	8.307	Has the State promulgated and ensured implementation of regulations prescribing the minimum number of rescue and firefighting (RFF) vehicles, together with the associated building facilities and their location?	Yes	CE-7	24	9	38%

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106	8.309	Does the State ensure that aerodrome operators provide a discrete communication system and an alerting system among vehicles, fire stations and aerodrome control towers?		CE-6	24	8	33%
107	8.311	Has the State established and implemented a mechanism to ensure the implementation of requirements for minimum response times by the rescue and firefighting (RFF) services?	Yes	CE-7	24	10	42%
108	8.313	Does the State ensure that emergency access roads are provided at aerodromes?		CE-6	23	9	39%
109	8.315	Does the State ensure that aerodrome operators provide training for firefighting personnel, including live fire drills?		CE-7	24	18	75%
110	8.317	Does the State ensure that all responding firefighting personnel are equipped with the necessary protective clothing and respiratory equipment?		CE-7	24	8	33%
111	8.319	Does the State ensure that there are sufficient trained personnel to operate all the necessary RFF equipment at maximum capacity, meet the minimum response times and maintain continuous agent application at the appropriate rate?		CE-7	24	9	38%
112	8.321	Does the State ensure that the aerodrome has plans for the removal of disabled aircraft, including arrangements for designation of coordinators, the rapid availability and deployment of salvage and removal equipment between aerodromes, and the protection of evidence, custody and the removal of aircraft in accordance with Annex 13?		CE-6	24	8	33%
113	8.323	Does the State ensure that aerodrome operators establish and implement procedures for the timely removal of contaminants?	Yes	CE-6	11	7	64%

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114	8.328	Has the State developed industry guidance material to assist aerodrome operators to develop a wildlife (birds and animals) strike hazard study or assessment for each of their aerodromes?		CE-5	22	8	36%
115	8.329	Does the State collect and forward wildlife strike reports to ICAO?		CE-8	24	12	50%
116	8.331	Does the State ensure that aerodrome operators take appropriate action to decrease the hazard of wildlife strikes?		CE-6	24	10	42%
117	8.333	Has the State promulgated regulations to: a) require a wildlife (birds and animals) strike hazard study or assessment for each of its aerodromes, and b) control the development of facilities likely to attract wildlife on or in the vicinity of an aerodrome?		CE-1	24	12	50%
118	8.335	Has the State established and implemented a process to mitigate against an increase or potential increase in the wildlife strike hazard due to land use development likely to attract wildlife around an aerodrome?		CE-8	24	10	42%
119	8.337	Has the State promulgated a regulation to require aerodrome operators' apron management services to ensure the safety of aircraft operations on apron areas?		CE-2	23	9	39%
120	8.339	If apron management services are provided, has the State established guidance on when and how these services should be implemented, including the orderly transition of aircraft between the apron management unit and the aerodrome control tower when the latter does not participate in the apron management service?		CE-5	13	1	8%
121	8.341	If an apron management service is not provided, does the State ensure the safety of aircraft operations on apron areas, considering the movement of vehicles?		CE-7	14	6	43%

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122	8.345	Does the State ensure that aerodrome operators restrict the operation of personnel and vehicles on an apron during low visibility operations?	Yes	CE-6	12	1	8%
123	8.347	Does the State ensure that aerodrome operators provide for visual monitoring of aircraft stand clearances and the control of vehicle movement on aprons?		CE-6	24	8	33%
124	8.349	Has the State established and implemented a mechanism to ensure the availability of fire extinguishing equipment and trained personnel during ground servicing of aircraft?		CE-7	24	10	42%
125	8.365	Has the State promulgated and ensured implementation of a regulation to require aerodrome operators to ensure that organizations performing activities at the aerodrome comply with the aerodrome safety requirements?		CE-6	24	14	58%
126	8.367	Has the State promulgated a regulation which defines the circumstances and rationale for the conduct of aeronautical studies/risk assessments?		CE-2	24	9	38%
127	8.369	Has the State developed and issued guidance on the use and evaluation of aeronautical studies/risk assessments and their review to justify an application for an exemption?		CE-5	24	18	75%
128	8.375	Has the State established and implemented a mechanism to assess the outcomes of the conduct of risk assessments or aeronautical studies?		CE-7	24	19	79%
129	8.377	Does the State ensure that the outcomes of risk assessments or aeronautical studies, in the form of exceptions, are published in a document which is publicly accessible, such as the State AIP?		CE-8	24	13	54%
130	8.381	Has the State promulgated regulations for the measurement and reporting to AIS of geographical coordinates for obstacles?		CE-2	7	0	0%
131	8.383	Has the State promulgated regulations for final approach and take-off areas (FATOs) for helicopters?		CE-2	6	0	0%

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132	8.385	Does the State ensure the implementation of requirements for safety areas surrounding final approach and take-off areas (FATOs) for helicopters?	Yes	CE-7	5	0	0%
133	8.387	Does the State ensure the implementation of requirements relating to the obstacle limitation surfaces (OLS) and sectors?	Yes	CE-7	5	0	0%
134	8.389	Does the State ensure the implementation of requirements for wind direction indicators and approach lighting at heliports, including characteristics and location?		CE-7	5	0	0%
135	8.393	Does the State ensure the implementation of requirements for touchdown and lift-off area lighting systems at heliports, including characteristics and location?		CE-7	5	0	0%
136	8.395	Does the State ensure the implementation of requirements for visual approach slope indicators at heliports?		CE-7	5	0	0%
137	8.401	Has the aerodrome regulatory authority developed and implemented procedures for the continuing surveillance of aerodrome certificate holders?	Yes	CE-7	24	11	46%
138	8.403	Has the aerodrome regulatory authority developed and implemented a formal surveillance programme for the continuing supervision of the operations conducted by aerodrome operators?		CE-7	24	13	54%
139	8.405	Does the renewal or continuing validity of aerodrome certificates depend on the satisfactory outcome of regulatory surveillance activities?		CE-8	24	9	38%
140	8.409	Does the State enable the exchange of safety information across the aerodrome industry?		CE-8	24	11	46%
141	8.411	Has the aerodrome regulatory authority developed and implemented procedures to deal with deficiencies found during aerodrome surveillance activities?	Yes	CE-8	24	12	50%
142	8.413	Has the aerodrome regulatory authority developed and implemented a process to take actions, including enforcement, if deficiencies found during surveillance activities are not rectified within a reasonable time by the aerodrome operator?	Yes	CE-8	24	14	58%

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143	8.415	Has the State established and implemented a process for the management of conflicts between land use or environmental requirements and aviation authorities to ensure that aviation safety is not compromised?		CE-8	24	11	46%