



ICAO

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

WORKING PAPER

NACC/WG/AGA/TF/1 — WP/03
03/07/23

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)
Mexico City, Mexico, 3 to 7 July 2023

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

AGA PROGRAMME OF THE NACC/WG/AGA TASK FORCE

(Presented by Secretariat)

EXECUTIVE SUMMARY	
The AGA Programme of the NACC/WG/AGA TF is presented in Appendix A.	
Action:	The suggested actions are presented under Section 3
Strategic Objectives:	<ul style="list-style-type: none">• Strategic Objective 1 – Safety• Strategic Objective 2 – Air Navigation Capacity and Efficiency

1. Introduction

1.1 The Seventh North American, Central American and Caribbean Working Group Meeting (NACC/WG/7) held in 2022, decided to create the AGA Task Force (AGA TF) according to the Conclusion C/11 – *AGA TASK FORCE (NACC/WG TF/AGA)*, to coordinate, prepare and implement projects, activities and development of guidance material in the region with the objective of increasing the safety, capacity and efficiency of navigation in the area of aerodromes and ground aids.

1.2 In addition, Conclusion C/11 of NACC/WG/7 established that the AGA TF develop its work programme, with the name “AGA PROGRAMME”, for the report prior to the NACC/WG/08 Meeting in 2023.

1.3 The AGA PROGRAMME is constituted of activities, projects and initiatives in the AGA area in order to support the States and Territories of the NAM and CAR Regions to meet the ICAO Strategic Objectives regarding safety and air navigation capacity and efficiency

1.4 The draft of AGA PROGRAMME of the NACC/WG/AGA TF is presented in the **Appendix**.

2. Conclusion

1.5 Therefore, the following draft conclusion is presented for consideration:

DRAFT CONCLUSION	
NACC/WG/AGA/TF/XX	AGA Programme - Ad Hoc Group
What: That an Ad hoc Group is established for the management of the AGA PROGRAMME, composed of up to 6 members from States, Territories, airports or organizations. The Regional Officer AGA of the NACC Regional Office will be the Secretariat of the group.	Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
Why: The AGA Programme is made up of many projects and activities, which need to be monitored and managed, in order to achieve the established objectives and results.	
When: 31 August 2023	Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:	

3. Suggested Action

3.1 The Meeting is invited to:

- a. take note of the information presented in this Working Paper;
- b. review and, if appropriate, approve the draft conclusion presented in 2.1;
- c. approve the AGA PROGRAM of the NACC/WG/AGA TF as presented in the Appendix; and
- d. other actions that the meeting considers necessary.

APPENDIX

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

AGA PROGRAM

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1. INTRODUCTION

The AGA Program seeks to clearly define the projects and technical activities to support the States and Territories of the NAM and CAR 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 Development Agenda 2030 Sustainable.

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 program is to support the States and Territories of the NAM and CAR 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 Program 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 recommendations, 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 program is based on the commitment of States, Territories and international airports to comply with ICAO standards and recommendations.

3. SCOPE

The scope of this program 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 (https://istars.icao.int/Sites/)		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 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 (Systemic Assistance Program)		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	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	

4. EXPECTED OUTCOME AND REGIONAL TARGET INDICATORS

The ICAO's Business Plan 2023-2025 sets targets for the NAM/CAR Region 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. Participants refers to States.	35%	45%	60%	70%
	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 th version.	20%	40%	55%	60%

5. RESOURCES

It is envisaged that this program 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 program 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 program (AGA Database).
- Availability of experts for each of the areas concerned.
- Availability of funds.

7. RISK ASSESSMENT

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

- Lack of political will and formal commitment from the States and Territories of the NAM CAR Region; to mitigate this risk the 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 Region 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 program 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 Programa.

8. BUDGET

The budget and funds for the projects and activities provided for in this program 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

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

ID	Country / Pais Organization / Organización	Official Position or Title / Cargo o Título Oficial	Full Name / Nombre Completo
24	Honduras		Ricardo Padilha
25	Honduras		Alan Reyes
26	IFALPA	Executive Vice President CAR/NAM	Captain Rod Lypchuk
27	Jamaica		Mrs Karen Dryden
28	Mexico	Directora de Aeropuertos	Ing. Maricruz Hernández García
29	Mexico		
30	Mexico		
31	Montserrat (UK)		
32	Nicaragua	Ingeniero Civil - Certificador de Aeródromos AGA.	Denis Jose Silva Mercado.
33	Republica Dominicana	Encargado del Departamento de Certificaciones, Autorizaciones y Aprobaciones de Aeródromos	Francisco Jose Peña Rivas
34	Saba (Netherlands)		
35	Saint Kitts and Nevis (ECCAA)		
36	Saint Lucia (ECCAA)	Chief Aviation Officer	Eustace Cherry
37	Saint Pierre et Miquelon (France)		
38	Saint Vicent and the Grenadines (ECCAA)		
39	Sint Eustatius (Netherlands)		
40	Sint Maarten (Netherlands)		
41	Trinidad & Tobago	Civil Aviation Safety Inspector- Aerodromes	Giselle Best
42	Trinidad and Tobago	Manager, Licensing	Amit Seetahal
43	Turks and Caicos Islands (UK)		
44	United States / FAA	Senior Foreign Affairs Specialist	Khalil Kodsí
45	United States / FAA	Foreign Affairs Specialist	Lillian Miller

ID	STATES/TERRITORIES	ICAO CODE	AERODROMES	Geo. Coord.	Certified	Phases of cert.	RST	GR F	Master Plan	Emergency Plan	A-CDM	New ACR-PCR	KPI GANP
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%
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%

ID	PQ No.	Protocol Question	PPQ	CE	# PQS with answers (N or S)	# States with no sat PQ	% States with no sat PQ
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%
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%

ID	PQ No.	Protocol Question	PPQ	CE	# PQS with answers (N or S)	# States with no sat PQ	% States with no sat PQ
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%
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%

ID	PQ No.	Protocol Question	PPQ	CE	# PQS with answers (N or S)	# States with no sat PQ	% States with no sat PQ
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%
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%

ID	PQ No.	Protocol Question	PPQ	CE	# PQS with answers (N or S)	# States with no sat PQ	% States with no sat PQ
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	
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%

ID	PQ No.	Protocol Question	PPQ	CE	# PQS with answers (N or S)	# States with no sat PQ	% States with no sat PQ
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%
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%

ID	PQ No.	Protocol Question	PPQ	CE	# PQS with answers (N or S)	# States with no sat PQ	% States with no sat PQ
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%
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%

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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%
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%

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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%
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%

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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%
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%
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%

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