



ICAO

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WORKING PAPER

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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 5: Project F1: Aerodromes Certification and Safety under GREPECAS

STATUS OF PROJECT F1: AERODROMES CERTIFICATION AND SAFETY UNDER GREPECAS

(Presented by the Secretariat)

EXECUTIVE SUMMARY

This working paper presents 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.

Action:	See section 4
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Strategic Objective 1 – Safety• Strategic Objective 2 – Air Navigation Capacity and Efficiency
<i>References:</i>	<ul style="list-style-type: none">• Annex 14, Volume I• <i>Manual on Certification of Aerodromes</i> (Doc 9774)• <i>Procedures for Air Navigation Services – Aerodromes</i> (Doc 9981)

1. Introduction

1.1 The State that certifies its international aerodromes complies with what is established the *Chicago Convention*, Article 15, 28 and 37. Therefore, it is a process by which a State can demonstrate, that it is providing uniform conditions for aircraft of all other States and that their aerodromes meet regulatory safety requirements on a continuing basis.

1.2 ICAO *Annex 14* requires States to certify aerodromes used for international operations through an appropriate regulatory framework (Annex 14, Vol. I, 1.4.1). The regulatory framework shall include the establishment of criteria and procedures for aerodromes certification as per *Manual on Certification of Aerodromes* (Doc 9774) and *Procedures for Air Navigation Services Aerodromes* (Doc 9981).

1.3 In this context, in the GREPECAS the F Aerodrome Program was established with the F1 Project: *Aerodromes Certification and Safety*, with the objective of accompanying and promoting the certification of aerodromes in the region.

2. Regional status

2.1 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%.

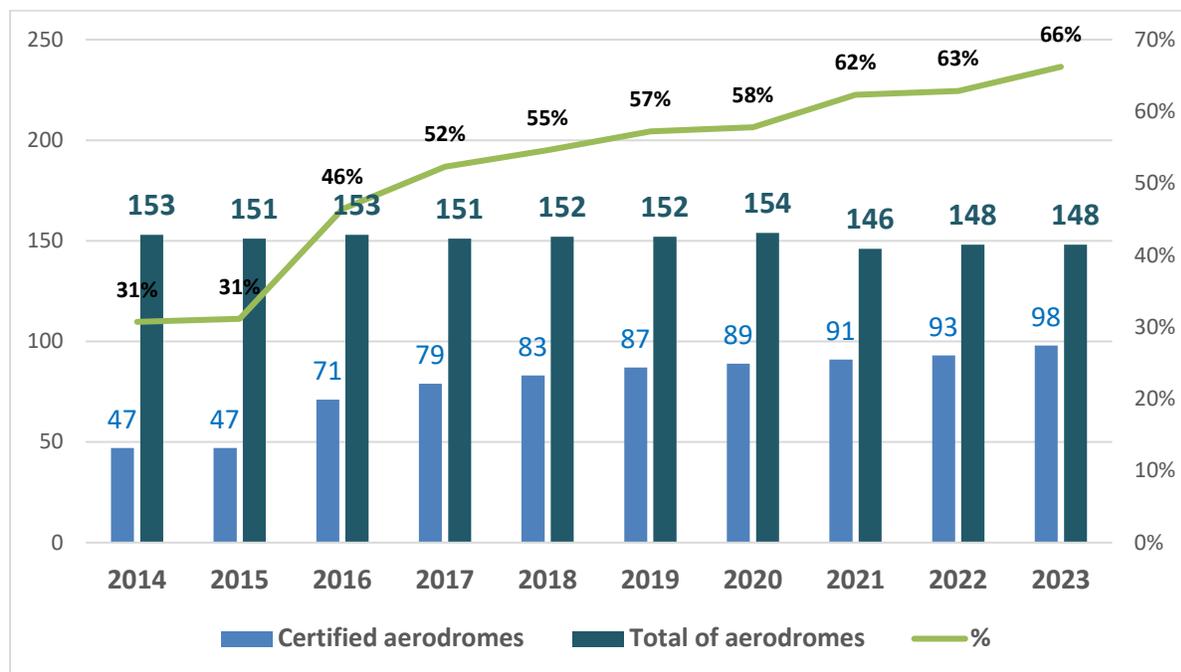


Figure 2.1: History of the airport certification process in the CAR region.

Source: Aerodrome Certification Implementation Plan – CAR Region (Doc 8733, Vol. II, FASID, Table AOP 1).

2.2 Based on information of the USOAP Continuous Monitoring Approach (CMA) Online Framework (OLF) for the States and Territories of the CAR Region, it is possible to observe the most critical Aerodromes and Ground Aids (AGA) sub-areas and the Protocol Questions (PQs) with greater implementation difficulties, this is also helpful to understand the main difficulties in the development of the “Project F1: Certification and Aerodromes Operational Safety” in the CAR region.

2.3 According to the results extracted from the OLF, the most critical sub-areas are "SMS/Aeronautical Studies/Risk Assessments", "Aerodromes Maintenance", "Aerodrome Surveillance", "Aerodrome Manual" and "Aerodrome visual aids" (see Figure 2.2).

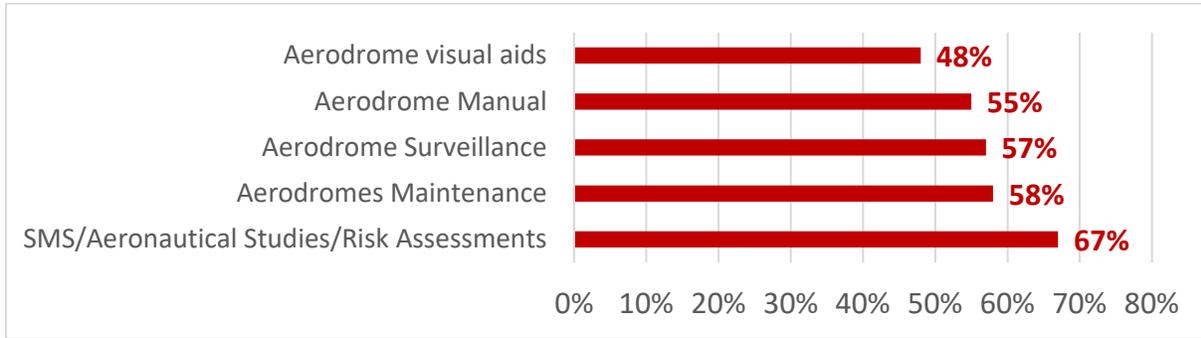


Figure 2.2: The AGA sub-areas by percentage of no satisfactory PQs.
Source: Online Framework (OLF), August 2022.

2.4 Regarding the Critical Elements (CE) in the AGA area with the lowest percentage of compliance are “CE-4 Qualified technical personnel”, “CE-8 Resolution of safety issues” and “CE-7 Surveillance obligations” (see Figure 2.3).

Critical Elements (CE)	% PQs no satisfactory
CE-4 Qualified technical personnel	56%
CE-8 Resolution of safety issues	52%
CE-7 Surveillance obligations	52%

Figure 2.3: The Critical Elements (CE) in AGA area by percentage of no satisfactory PQs.
Source: Online Framework (OLF), August 2022.

2.5 Regarding the PQs, it is possible to observe the five PQs with the greatest difficulty in compliance by the States and Territories of the CAR Region (see Figure 2.4).

PQ No.	Protocol Question	% PQs no satisfactory
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?	86%
8.375	Has the State established and implemented a mechanism to assess the outcomes of the conduct of risk assessments or aeronautical studies?	86%
8.315	Does the State ensure that aerodrome operators provide training for firefighting personnel, including live fire drills?	82%
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?	82%
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?	80%

Figure 2.4: The Protocol Question (PQs) in AGA area by percentage of no satisfactory PQs.
Source: Online Framework (OLF), August 2022.

2.6 In addition to assistance to the States and Territories of the CAR region, through the Systemic Assistance Programme (SAP), others actions can also be prioritized in these AGA sub-areas and PQs with the lowest rates of compliance by working together with States and Territories to develop and provide guidance and training material on issues.

3. Regional Indicators and data base in AGA area

3.1 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, 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%

Figure 3.1: The Indicator correlated with AGA area.

Source: ICAO's Business Plan 2023-2025.

3.2 In order to monitor and evaluate the projects and activities carried out in the AGA area, by AGA Task Force, as well as the indicators of the ICAO's Business Plan 2023-2025, the ICAO NACC Regional Office requested the States and Territories through a State Letter (Ref. NT-NE57-3 — E.OSG-NACC95525, dated December 16, 2023) to complete questionnaires on international airports in the CAR Region, which can be found at the following links:

- Questionnaire for State/Territory: <https://forms.office.com/r/H8UkJuKfEr>
- Questionnaire for international aerodromes: <https://forms.office.com/r/bcnbgYNErf>

3.3 However, there is a low level of questionnaires completed by States, Territories and international aerodromes, as shown in the table:

	States/Territories	International Aerodromes
Numbers of responded questionnaires	15	51
Number of unanswered questionnaires	16	95
Unanswered percentage	52%	65%

3.4 It is important to highlight the importance of an updated AGA Database for a better assessment of the needs and evaluation of the results of the implementation of projects and activities with the objective of increasing the safety, capacity and efficiency of air navigation in the area of aerodromes and ground aids in the NAM/CAR Region.

4. Suggested Action

4.1 The Meeting is invited to:

- a) Take note of the information presented in this WP;
- b) Invite States to, through their AGA focal points, keep the AGA Database updated on an annual basis;
- c) Request that States certify all their international aerodromes and report to the ICAO Secretariat; and
- d) Other actions that the meeting considers necessary.