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OBRAS PÚBLICAS  
Y TRANSPORTES

GOBIERNO  
DE COSTA RICA

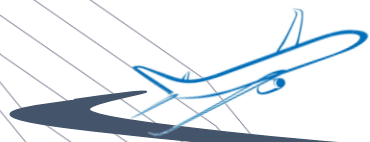


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# Preparation for the USOAP CMA audit of the State of Costa Rica

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## Challenges and opportunities from the AGA scope





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## Facilitator

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## Scheduled audit

Activity	Scope	Start Date	Status ?
CMAA *****	Full scope	22 October 2025	Accepted





## Types and general results of previous audits

Activity	Scope	End Date	Initial EI	Adjusted EI
ICVM	LEG, ORG, PEL, OPS, AIR, ANS, AGA	21 February 2017	88.77%	88.34%
ICVM	LEG, ORG, AIG, ANS, AGA	27 February 2012	80.68%	77.74%
CMAA	Full scope	23 January 2006	58.78%	58.29%





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# Effective implementation of the State of Costa Rica

Overall EI

88.3%

Priority PQ EI

86.7%

Implementation EI

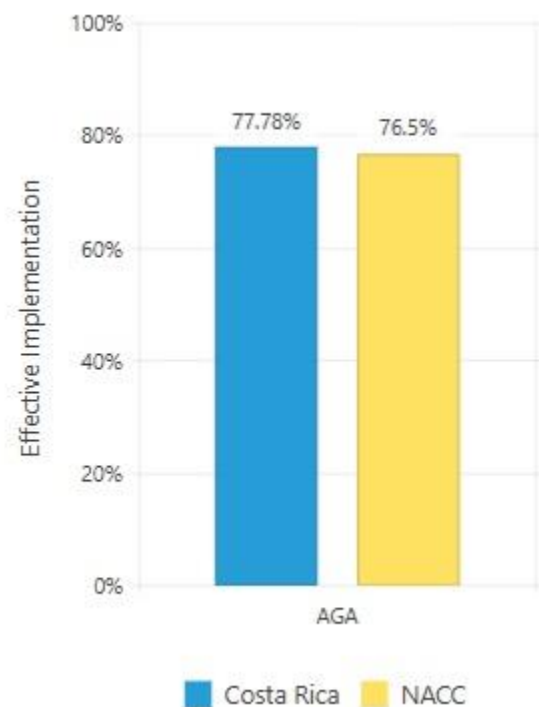
89.9%

NACC EI: 67%

Global EI: 70.3%



## Effective implementation by audit area: AGA





## Updated PQ Quantities and Percentages by Proficient Areas

Item	Area	Amount of PQs	Percentage
1	LEG	23	3%
2	ORG	13	2%
3	PEL	100	12%
4	OPS	136	16%
5	AIR	198	23%
6	AIG	84	10%
7	ANS	128	15%
8	AGA	153	18%
9	SSP	16	2%
Total		851	100%



# Amounts and percentages of PQ AGA applicable by Critical Element

Item	Critical element	Amount of PQs	Percentage
1	CE-1	2	1%
2	CE-2	20	14%
3	CE-3	7	5%
4	CE-4	8	6%
5	CE-5	15	11%
6	CE-6	48	35%
7	CE-7	30	22%
8	CE-8	9	6%
Total		139	100%





# Preparation

- Application of self-assessment.
- Validation and updating of evidence obtained.
- Management of amendment 17 to Annex 14, Volume I.
- Follow-up to proposed changes to the General Law.
- Follow-up of international aerodrome certification processes.
- Meetings with aerodrome operators to update evidence.
- Arrangements for hiring temporary staff to support the audit.
- Meetings with the Regional Specialist in ICAO Aerodromes and Ground Aids, for guidance regarding the approach and interpretation of PQs.





# Challenges

- Self-Assessment

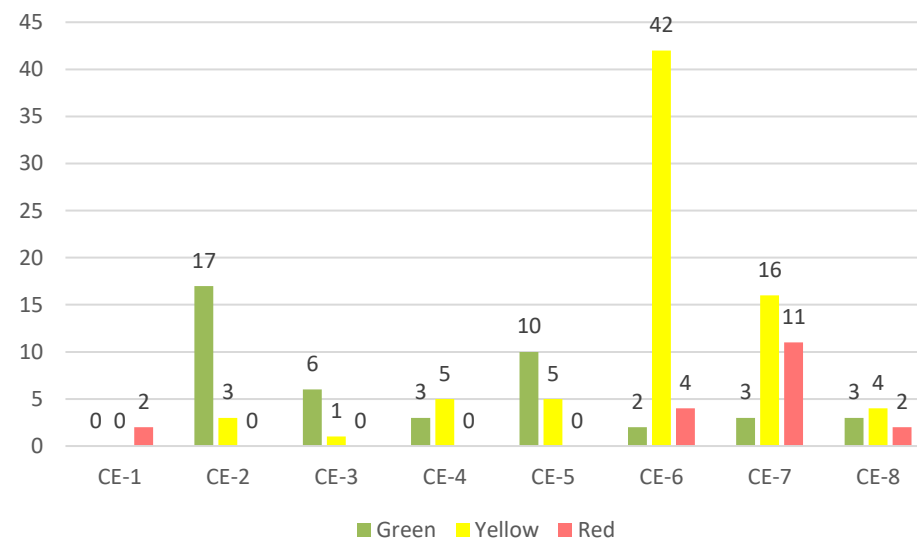
Item	Amount of PQs	Percentage	Detail
1	44	31,65%	The evidence already exists, so it is considered satisfactory.
2	76	54,68%	Most of it require obtaining evidence with actions such as certification, on-site verification, surveillance and resolution of nonconformities; therefore, it cannot be considered satisfactory now.
3	19	13,67%	It require longer-term actions or higher-level action to address it, so it cannot be considered satisfactory now.
<b>Total</b>	<b>139</b>	<b>100%</b>	



# Challenges

- Self-Assessment

Detail	PQs		
CE-1	0	0	2
CE-2	17	3	0
CE-3	6	1	0
CE-4	3	5	0
CE-5	10	5	0
CE-6	2	42	4
CE-7	3	16	11
CE-8	3	4	2





# Challenges

- Update of question protocol.
- Updating of general legislation in accordance with international and industry requirements.
- Publication of the regulatory update associated with Amendment 17 to Annex 14, Volume I.
- Finalize pending staff training due to limited availability of specialized courses.
- Understand how a USOAP CMA audit process works and what the current approach is.





# Challenges

- Lack of inspection personnel.
- Publish PCR of international aerodromes (pending MRLB).
- Effective implementation of RSTs.
- Advance in the certification processes of the pending aerodromes.
  - MRLB: Phase 3.
  - MRPV: Phase 2.
  - MRLM: Phase 2.





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# Opportunities

- Technical assistance RST implementation



MROC July 2024

MRLB February 2025







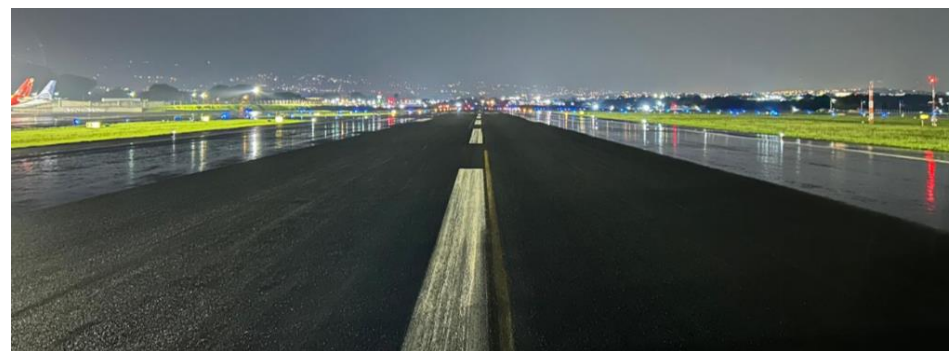
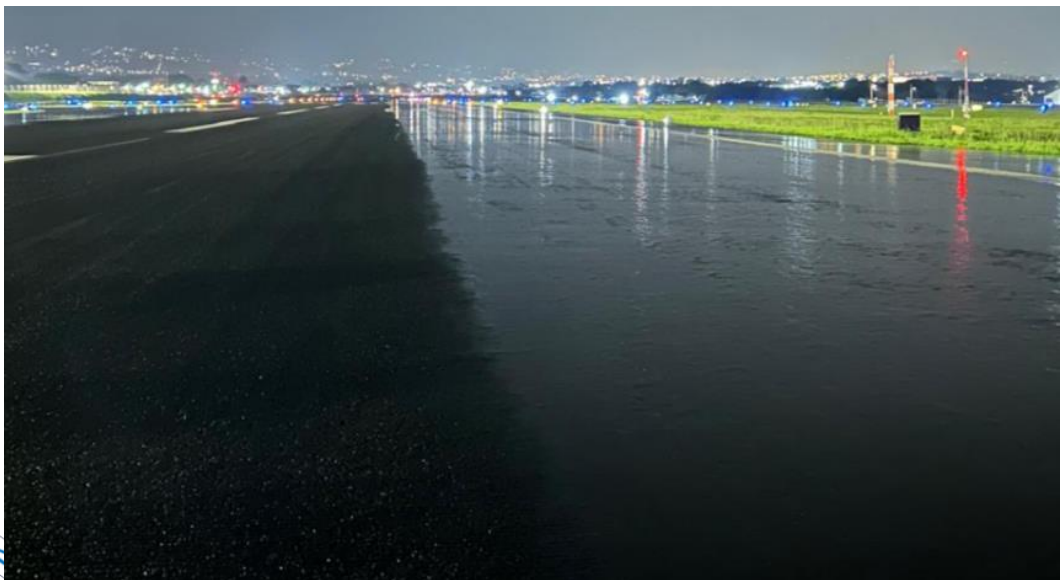
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## Best practices

- Transverse grooving of runway 07/25 of the MROC - November 2024.

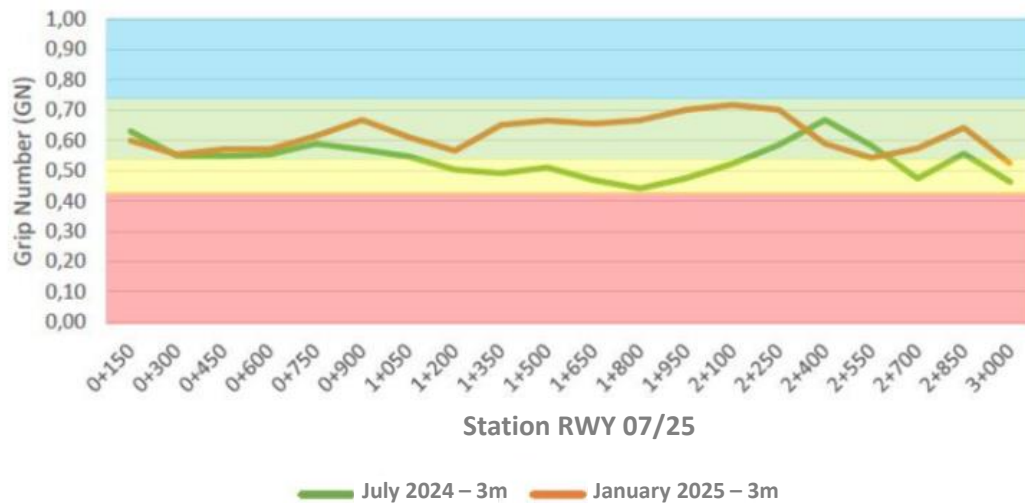




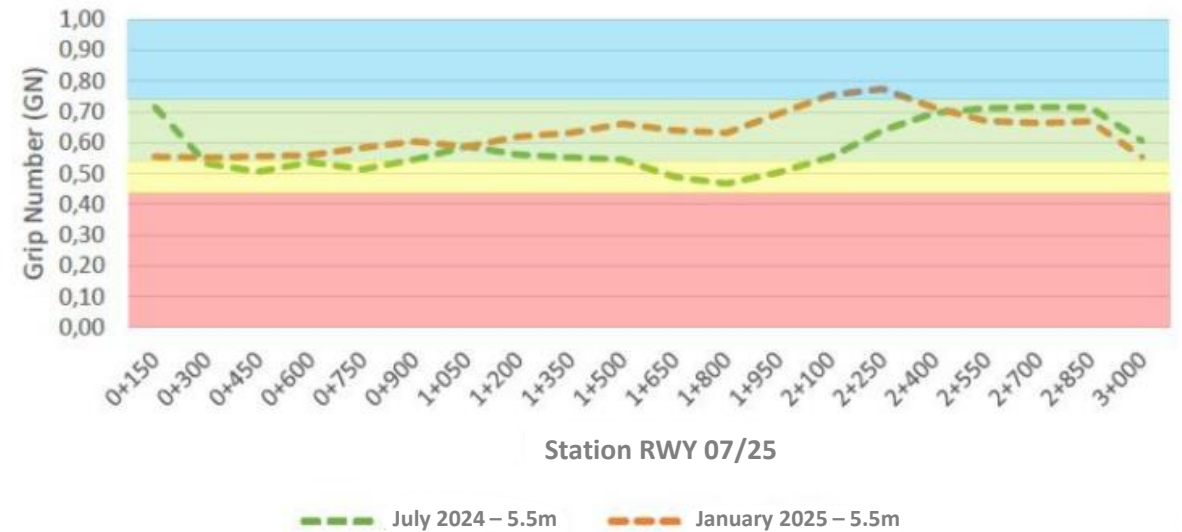
## Best practices

- Transverse grooving of runway 07/25 of the MROC - November 2024.

Comparison of friction before and after grooving –  
3 m on each side of the centre line of the runway



Comparison of friction before and after grooving –  
5.5 m on each side of the centre line of the runway





## Best practices

- Transverse grooving of runway 07/25 of the MROC - November 2024.





## Best practices

- Acquisition of 4 new Fire Fighting and Rescue Units, equipped with specialized equipment and tools for the MROC, as well as the replacement of AFFF (Aqueous Film Forming Foam) with SFFF (Synthetic Fluorine Free Foam) - November 2024.





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## Best practices

- As part of the follow-up to the implementation of RST in international aerodromes, a Webinar was generated last March for the operational personnel of the DGAC that operates aerodromes, and for the industry regarding the prevention of runway incursions.





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!Thanks you!

