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

WORKING PAPER

Third North American, Central American and Caribbean Working Group (NACC/WG) Aerodromes and Ground Aids (AGA) Implementation Task Force Meeting (NACC/WG/AGA/TF/3)
Tulum, Mexico, 18 to 20 June 2025

Agenda Item 3: **Projects, Initiatives and Challenges on Safety**

AERODROMES CERTIFICATION AND SAFETY

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This working paper presents the progress of International aerodrome certification in the CAR Region.	
Action:	See section 4.
Strategic Objectives:	• Safety • Air Navigation Capacity and Efficiency
References:	• Annex 14, Volume I • Manual on Certification of Aerodromes (Doc 9774) • Procedures for Air Navigation Services Aerodromes (Doc 9981)

1. **Introduction**

1.1 The State that certifies its international aerodromes complies with the requirements of Articles 15, 28 and 37 of the Chicago Convention. This process enables a State to demonstrate that it is providing uniform conditions for aircraft of all other States and that its airports 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). This framework shall include the establishment of criteria and procedures for aerodrome certification (Doc 9774 Manual on Certification of Aerodromes and Doc 9981 Procedures for Air Navigation Services - Aerodromes).

1.3   In view of the importance of international aerodrome certification in the Central America and Caribbean Region (CAR), an objective endorsed by States during the Eleventh Meeting of the Directors of Civil Aviation of the North American, Central American and Caribbean Region (NACC/DCA/11), held in Varadero, Cuba, on 29 June 202, the goal is to achieve certification of at least 85% of international aerodromes in the region by 2025[1].

2.   Current status

The graph below illustrates the certification progress of international aerodromes in the CAR Region. While the last decade has seen a significant increase in the number of certified aerodromes, progress has experienced limited advancement over the past three years, remaining below the 85% certification target set for this year.
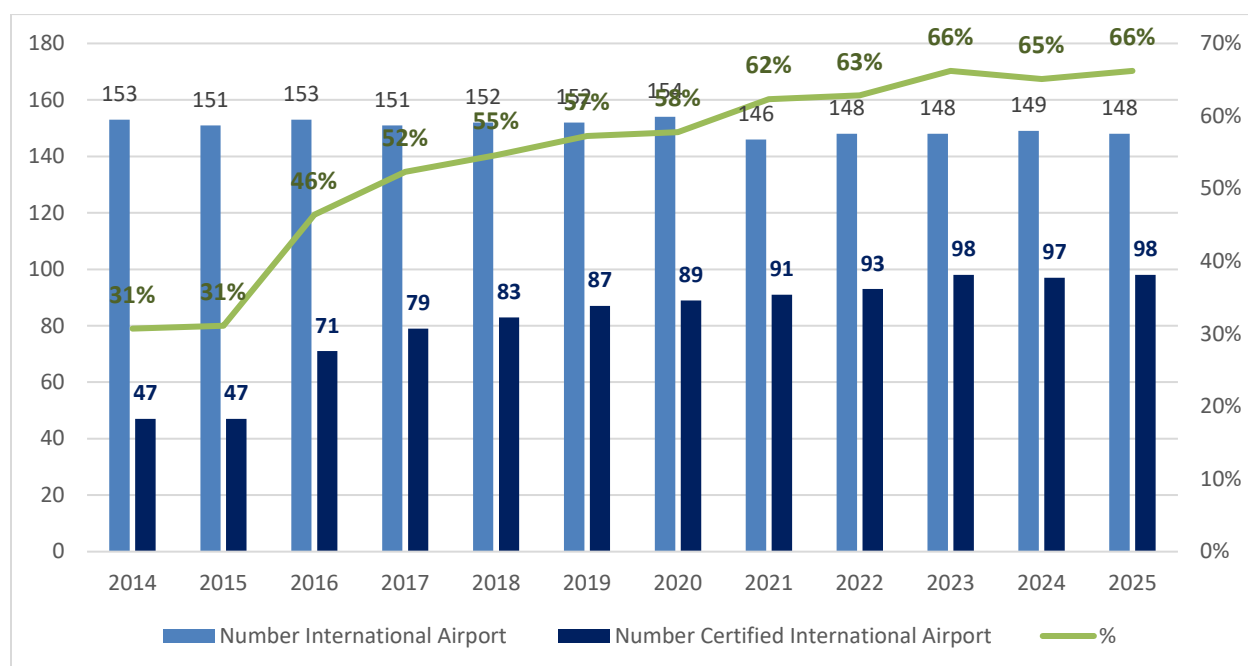

Figure 2.1: International Aerodrome Certification in the Central America and Caribbean Region.

2.2   For further details on international aerodrome data, please refer to the AGA indicators available through NACC Dashboards in ICAO Integrated Safety Trend Analysis and Reporting System (iSTARS) (https://istars.icao.int/Sites/).

3.   Aerodromes Certification Projects

3.1   The Eighteenth Meeting of CAR/SAM Regional Planning and Implementation Group (GREPECAS/18), Dominican Republic, April 2018, established the F1 Project: *Aerodrome Certification and Safety*, with the objective of accompanying and promoting the certification of international aerodromes in the CAR region. Details on this F1 Project under GREPECAS are included in **Appendix** of this WP.

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[1] SAPVaraderoDeclarationEN2023-06-18.pdf

3.2   In addition, projects with allocated resources are currently in place to provide technical assistance for the certification of international aerodromes in the OECS States. Support is also being provided to ECCAA for the development of regulations and guidance material related to the design, operation, and certification of aerodromes:

- Aerodrome regulation and guidance material for ECCAA (Eastern Caribbean Civil Aviation Authority).
- Aerodrome Certification iPack for Saint Lucia/ ECCAA Airports; and
- Technical assessment of the Certification of Aerodromes of OECS States (in development).

3.3   It is important to highlight that there are 14 uncertified international aerodromes within the OECS States. Certifying these aerodromes would significantly contribute to the CAR Region reaching the target of 85% certified international aerodromes.

4.   Suggested Actions

4.1   The Meeting is invited to:

a)   Take note of the information presented in this WP and its Appendix;

b)   States to take action to promote the certification of international aerodromes; and

c)   other actions that the meeting considers necessary under the project scope.

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APPENDIX
Project F1: Aerodromes Certification and Safety

CAR Region	PROJECT DESCRIPTION (PD)	DP N° F1	
Programme	**Project Title**	**Start**	**End**
Aerodromes *(Programme Coordinator: Fabiana Todesco, RO/AGA)*	*Aerodrome Safety and Certification Implementation Project*	April 2018	December 2025
Objective	Assist States in the CAR Region in the revision of documents related to aerodrome certification with the objective of increasing the number of certified aerodromes in the CAR Region. Likewise, increase the number of Runway Safety Teams (RSTs) established to promote the application of strategies aimed at reducing the number of accidents and incidents related to runway safety on an ongoing basis.		
Scope	The scope of the project consists of assisting States with their Corrective Action Plans (CAPS) for the resolution of the Universal Safety Oversight Audit Programme (USOAP) audit findings at aerodromes, in order to comply with regional goals, as well as to develop specific needs based on their requirements and facilitate the certification of aerodromes, the resolution of deficiencies reported in the GREPECAS Air Navigation Deficiencies Database (GANDD) and maintain continuous surveillance by the Civil Aviation Authorities (CAAs).		
Metrics	• Number of aerodromes certified by State. • Percentage of aerodromes certified by Region. • Number of AGA inspectors per State. • Percentage of Effective Implementation (EI) by State in the AGA area. • Number of RSTs established. • Number of deficiencies reported in the GANDD.		
Strategy	• **High level of commitment to certify aerodromes:** Through GREPECAS decisions, Directors of CAAs are encouraged to submit a plan to certify their international aerodromes for each 3 years, in order to facilitate the monitoring and contribute to the regional goal of increasing the number certified aerodromes. • **Aerodrome Certification:** the process comprises four main tasks: Approve aerodrome design and certification national regulation, provide guidelines/training to aerodrome inspectors, establishment of initial procedure for aerodrome certification and continuous oversight, development of certification manuals and issuance of aerodrome certificates. • **Implementation of RST in aerodromes that have not yet implemented it:** As part of the airport certification process, formally establish Runway Safety Teams in aerodromes that have not yet implemented them. Following its initiation, the ICAO NACC Regional Office will assist in the conformation of these teams following the ICAO reference material (some of them can be found at the ICAO NACC Regional Office website).		

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Aerodromes *(Programme Coordinator: Fabiana Todesco, RO/AGA)*	*Aerodrome Safety and Certification Implementation Project*		April 2018	December 2025
Goals	- Continue assisting the States/airports upon request, with the continuation of the certification of aerodromes, and reach at **least 85% of certified aerodromes by the end of 2025.** - Guidance material and checklists have been provided on the ICAO NACC Regional Office website (eDocuments: with examples of aerodrome manuals, aerodrome manual content checklist, Runway Safety Teams (RSTs) Terms of Reference (ToRs) and Restart of Operations after the COVID-19 Pandemic) to support States/airports in the certification process.			
Justification	Based on 2022 ICAO USOAP statistics and results, in CAR Region: 45% of States have not established a process for aerodrome certification; 77% of State regulatory authorities do not have sufficient human resources (including an appropriate combination of technical disciplines according to the size and scope of aerodrome operations in the State) to carry out their functions and mandate; 68% of the States do not ensure that the aerodrome manuals are reviewed periodically to verify the status of their amendments and that the information contained in the manual remains correct; 50% of the States do not have a procedure to incorporate subsequent amendments to the aerodrome manual for review and approval/acceptance by the technical staff of the regulatory authority; 50% of States do not guarantee that aerodrome operators develop and implement maintenance programmes; 41% of States have not established a regulation which defines the circumstances and rationale for the conduct of aeronautical studies/risk assessments; and 86% of the States have not established or implemented a mechanism to evaluate the results of conducting risk analyzes or aeronautical studies.			

Project Deliverables	Relationship with the regional Performance -Based Plan (PFF)	Responsible	Status of the implementation	Delivery date	Comments
Up to date, the CAR region has 148 international aerodromes, from which 98 are certified (66%)	PFF CAR AGA 02	ICAO NACC Regional Office /States	66%	2025	The AGA Task Force noted a slight slowdown in the growth of certified aerodromes in 2024 in the CAR region. In response, the Task Force recommended in 2024 the development of a 4-year project aimed at supporting States in certifying 30 international aerodromes in the CAR Region. The project proposal is under development.
There are 84 aerodromes that have implemented the RST	PFF CAR AGA 02	ICAO NACC Regional Office /States	56%	2025	In 2024, RST Go-Teams missions took place at El Salvador San Óscar Arnulfo Romero y Galdámez International Airport (MSLP) in El Salvador; Juan Santamaria International Airport (MROC) in Costa Rica; Jorge Chavez International Airport (SPJC) in Lima; Palmerola International Airport (MHPR), Juan Manuel Gálvez International Airport (MHRO) and Ramón Villeda Morales International Airport (MHLM) in Honduras.
Assistance was provided to NACC States and continues to be provided to the States that will receive soon an USOAP audit, such as Costa Rica.	PFF CAR AGA 02	ICAO NACC Regional Office /States	57%	OPEN	The assistance provided to Barbados, Costa Rica and Mexico is ongoing.
Global Reporting Format (GRF) for Runway Surface Conditions implementation plan by States/airports in the CAR region.	PFF CAR AGA 02	States	20%	OPEN	From 2023 to 2025, there is a significant increase in the number of international aerodromes in the Central American Region with GRF implemented. However, it is still a challenge for the Caribbean.
Required resources	High-level commitment from each participating State. The designation of experts by the States (direct assistance) is required for the execution of the aforementioned activities. Access to State regulations, guidance, manuals, procedures, advisory circulars, and other available best practices.				

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