



ICAO

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

WORKING PAPER

(NACC/WG/AGA/TF/3) — WP/07
20/06/25

**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 5: Other Business

LIST OF DEFICIENCIES IN THE AGA AREA

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This working paper presents the current status of the list of deficiencies in the AGA area and invites States to participate in the process of updating the information related to their respective deficiencies.	
Action:	Section 3.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency
<i>References:</i>	<ul style="list-style-type: none">• Assembly Resolution A33-14; Appendix M;• Assembly Resolution A31-10.• Annex 14 - Aerodromes, Vol I and II.

1. Introduction

1.1 A deficiency in the air navigation field refers to a situation where a facility, service or procedure does not comply with a regional air navigation plan approved by the Council, or with related ICAO Standards and Recommended Practices (SARPs), and which situation has a negative impact on the safety, regularity and/or efficiency of international civil aviation.

2. Situation

2.1 The ICAO NACC Regional Office should maintain a list of specific deficiencies from North American, Central American and Caribbean (NACC) Region. To ensure that this list is as clear and as complete as possible, it is understood that the regional offices take the following steps:

- a) compare the status of implementation of the air navigation facilities and services with the regional air navigation plan documents and identify facilities, services and procedures not implemented;
- b) review mission reports with a view to detecting deficiencies that affect safety, regularity and efficiency of international civil aviation;
- c) make a systematic analysis of the differences with ICAO Standards and Recommended Practices filed by States to determine the reason for their existence and their impact, if any, on safety, regularity and efficiency of international civil aviation;
- d) review aircraft accident and incident reports with a view to detect possible systems or procedures deficiencies;
- e) review inputs, provided to the regional office by the users of air navigation services on the basis of Assembly Resolution A33-14; Appendix M;
- f) Assess and prioritize the results of items a) to e) according to three levels of priority, based on an assessment of safety, regularity, and efficiency, as follows:
 - i. “U” priority.
 - ii. “A” priority.
 - iii. “B” priority.
- g) report the outcome to the State(s) concerned for resolution; and
- h) report the result of g) above to the CAR/SAM Planning and Implementation Regional Group (GREPECAS) for further examination, advice and report to the ICAO Council, as appropriate through GREPECAS reports

2.2 The reporting systems for maintaining a list of deficiencies complying with the Assembly Resolution A31-10, and the requirements in Annex 13, Chapter 7, should be non-punitive in order to capture the maximum number of deficiencies.

2.3 Once a deficiency in the air navigation system has been identified and validated, the following information fields are documented in the official reports to ensure consistency and completeness:

- a) Identification of the requirements;
- b) Identification of the deficiency;
 - i. a brief description of the deficiency;
 - ii. date deficiency was first reported; and
 - iii. appropriate important references (meetings, reports, missions, etc).
- c) Identification of the corrective actions:
 - i. a brief description of the corrective actions to be undertaken;
 - ii. identification of the executing body;
 - iii. expected completion date of the corrective action² ; and
 - iv. when appropriate or available, an indication of the cost involved.
- d) Assessment and Prioritization:
 - i. “U” priority = Urgent requirements having a direct impact on safety and requiring immediate corrective actions.
 - ii. “A” priority = Top priority requirements necessary for air navigation safety.

iii. “B” priority = Intermediate requirements necessary for air navigation regularity and efficiency.

2.4 The list of deficiencies in the AGA area for the States of the NACC States has 63 deficiencies items, identified in 8 States and with deficiencies dated from 2000 to 2022, as can be seen in the tables below:

States	Deficiencies Number	Year deficiency was first reported	Deficiencies Number
States 01	1	2000	2
States 02	2	2009	3
States 03	2	2017	6
States 04	4	2018	41
States 05	6	2020	1
States 06	8	2022	10
States 07	10		
States 08	30		
Total	63	Total	63

2.5 To support the update of this list of deficiencies in the AGA area, States and their respective airport operators are invited to notify the ICAO NACC Office (fcamargo@icao.int) by email no later than **31 October 2025**, providing supporting evidence (e.g., photographs and relevant documentation) for those deficiencies that have been addressed and corrected.

3. Suggested Actions

3.1 The Meeting is invited to:

- a) Take note of the information presented on this WP;
- b) To take action to promote the timely update of the list of deficiencies in the AGA area;
- c) Invite States to notify the ICAO NACC Office (fcamargo@icao.int) by email no later than **31 October 2025**, providing supporting evidence (e.g., photographs and relevant documentation) for deficiencies that have been addressed and corrected; and
- d) Consider any other actions deemed necessary.