

BLOCK 0 MODULE SELECTION, PRIORTORIZATION AND CATERGORIZATION FOR ANTIGUA/BARBUDA

BLOCK NO.	CATERGORIZATION	PIA	REASONS
B0-65 APTA	DESIRABLE	1 - AIRPORT OPERATIONS	V.C. BIRD INTERNATIONAL - BY 2016 - WILL ENHANCE SAFETY AND EFFICIENCY ESPECIALLY IN BAD WEATHER AND WITH LESS HOLDING LESS CABON EMMISSIONS
B0-70 WAKE	SPECIFIC	1	NOT OPERATIONAL REQUIREMENT DUE TO LOW TRAFFIC DENSITY
B0-15 RSEQ	OPTIONAL	1	NOT OPERATIONAL REQUIREMENT DUE TO INSUFFICIENT RUNWAY CAPACITY
B0-75 SURF	OPTIONAL	1	NOT OPERATIONAL REQUIREMENT DUE TO COST, NO MULTIPLE RUNWAY AND GOOD WEATHER 80%+ OF THE TIMES
B0-80 ACDM	DESIRABLE	1	V.C. BIRD - BY 2016 - BETTER ORGANIZATION OF ACTIVITIES TO MANAGE FLIGHTS; REDUCE FUEL BURN DUE TO REDUCE TAXI TIME AND LOWER AIRCRAFT ENGINE RUN.
B0-25 FICE	ESSENTIAL	2 - GLOBAL INTEROPERABLE SYSTEMS AND DATA	V.C. BIRD - AMHS INSTALLATION COMPLETED AND INSTALLATION OF FDPS BY DECEMBER 2014; PREVENT DUPLICATION AND MISSING FPLS
B0-30 DAIM	ESSENTIAL	2	V.C. BIRD NEW WGS-84 SURVEY WILL BE COMPLETED BY JANUARY 2014 AND WORK IS ONGOING ON QMS FOR AIM WILL BE COMPLETED BY JUNE 30 2014; REDUCTION IN THE NUMBER OF POSSIBLE INCONSISTENCIES; REDUCED AMOUNT OF PAPER FOR PROMULGATION OF

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			INFORMATION
B0-105 AMET	DESIRABLE	2	WAFS-IAVW-TCW CONNECT TO, TRANSMIT AND RECEIVE DATA THROUGH WIFS (WAFS) AERODROME WARNINGS, WIND SHEAR WARNINGS AND ALERTS ARE DONE BUT NOT AUTOMATED DATE UNKNOWN
B0-10 FRTO	DESIRABLE	3 - OPTIMUM CAPACITY AND FLEXIBLE FLIGHTS	V.C. BIRD AND WILL BE RECOMMENDED FOR R.L. BRADSHAW. BY THE END OF DECEMBER 2014. REDUCING CONJESTION ON CONVENTIONAL ROUTES AND FUEL BURN AND EMISSIONS.
B0-35 NOPS	OPTIONAL	3	NOT OPERATIONAL REQUIREMENT DUE TO LACK OF FUNDS. CURRENTLY, ATFM IS COORDINATED VIA TELECONFERENCE ACROSS THE REGION INCLUDING MIAMI
B0-84 ASUR	OPTIONAL	3	NOT OPERATIONAL REQUIREMENT DUE TO TOPOGRAPHY AND COST.
B0-85 ASEP	SPECIFIC	3	NOT OPERATIONAL REQUIREMENT DUE TO COST OF AIRCRAFT EQUIPAGE
B0-86 OPFL	SPECIFIC	3	NOT OPERATIONAL REQUIREMENT DUE TO TYPE OF AIRSPACE
B0-101 ACAS	ESSENTIAL	3	ACAS IMPROVMENT WILL REDUCE UNNECESSARY RESOLUTION ADVISORIES (RA) AND THEN REDUCE TRAJECTORY DEVIATIONS. ACAS INCREASES SAFETY IN THE CASE OF BREAKDOWN OF SEPARATION

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B0-102 SNET	DESIRABLE	3	V.C. BIRD - WILL BE INCORPORATED IN SURVEILANCE SYSTEM BY THE END OF 2016. SIGNIFICANT REDUCTION IN THE NUMBER OF MAJOR INCIDENTS.
B0-05 CDO	DESIRABLE	4 EFFICIENT FLIGHT THROUGH TRAJECTORY-BASED OPERATIONS	V.C. BIRD - WILL BE IMPLEMENTED BY END 2018 COST SAVINGS THROUGH REDUCED FUEL BURN; REDUCTION IN THE NUMBER OF REQUIRED RADIO TRANSMISSIONS; MORE CONSISTENT FLIGHT PATHS AND STABLIZED APPROACH PATHS; REDUCTION IN THE INCIDENCE OF CONTROLLED FLIGHT INTO TERRAIN (CFIT)
B0-20 CCO	DESIRABLE	4	V.C.BIRD WILL BE IMPLEMENTED BY END 2018 MORE CONSISTENT FLIGHT PATHS; REDUCTION IN THE NUMBER OF REQUIRED RADIO TRANSMISSIONS; LOWER PILOT AND AIR TRAFFIC CONTROL WORKLOAD; ENVIRONMENTAL BENEFITS THROUGH REDUCED EMISSIONS
B0-40 TBO	OPTIONAL	4	NOT OPERATIONAL REQUIREMENT DUE TO AIRSPACE LIMITATIONS.