



OACI

Organización de Aviación Civil Internacional
Oficina para Norteamérica, Centroamérica y Caribe

NOTA DE ESTUDIO

NACC/WG/AGA/TF/4 — NE/11

08/06/26

**Cuarta Reunión del Grupo de Trabajo de Implementación de Aeródromos y Ayudas Terrestres (AGA)
del Grupo de Trabajo de Norteamérica, Centroamérica y Caribe (NACC/WG) (NACC/WG/AGA/TF/4)**

Fase virtual: 30 junio al 19 de agosto 2026

Ciudad de México, México, 19 - 21 agosto 2026

**Cuestión 5 del
Orden del Día:**

Datos y KPI's relacionados con AGA

5.1 Deficiencias en la navegación aérea en el campo AOP

Deficiencias en la Navegación Aérea AOP
(Presentada por la Secretaría)

RESUMEN EJECUTIVO

Esta Nota de Estudio informa sobre el estado de las deficiencias actuales en la navegación aérea en el campo de operaciones aeroportuarias (AOP) y solicita a los Estados que informen de cualquier actualización sobre el estado de estas deficiencias para solucionarlas.

Acción:	Sección 3
Metas Estratégicas:	• Todos los vuelos son seguros y protegido • La aviación brinda movilidad fluida, accesible y confiable para todo el mundo

1. Introducción

1.1 Una deficiencia en navegación aérea (AN) es una situación en la que una instalación, servicio o procedimiento no se proporciona conforme a un plan regional de navegación aérea aprobado por el Consejo o con las Normas y Prácticas Recomendadas de la OACI relacionadas, y que tiene un impacto negativo en la seguridad, regularidad y/o eficiencia de la aviación civil internacional.

1.2 La metodología uniforme para la identificación, evaluación e informe de deficiencias y deficiencias en navegación aérea fue preparada con la ayuda de los grupos regionales de planificación e implementación (PIRGs) de la OACI y aprobada por el Consejo de la OACI (C-DEC 154/19) el 23 de junio de 1998 para la identificación, evaluación y notificación clara de deficiencias en navegación aérea.

1.3 Según la metodología, como función rutinaria, las oficinas regionales deben mantener una lista de deficiencias específicas, si las hay, en sus regiones. Para garantizar que esta lista sea lo más clara y completa posible, se entiende que las oficinas regionales toman los siguientes pasos:

- a) comparar el estado de la implementación de las instalaciones y servicios de navegación aérea con los documentos del plan regional de navegación aérea e identificar instalaciones, servicios y procedimientos no implementados;
- b) revisar los informes de misión con el fin de detectar deficiencias que afecten a la seguridad, regularidad y eficiencia de la aviación civil internacional;
- c) realizar un análisis sistemático de las diferencias con las Normas y Prácticas Recomendadas de la OACI presentadas por los Estados para determinar la razón de su existencia y su impacto, si lo hay, en la seguridad, regularidad y eficiencia de la aviación civil internacional;
- d) revisar informes de accidentes e incidentes de aeronaves con el fin de detectar posibles deficiencias en sistemas o procedimientos;
- e) revisar las entradas, proporcionadas a la oficina regional por los usuarios de servicios de navegación aérea en base a la Resolución de la Asamblea A33-14, Apéndice M;
- f) evaluar y priorizar el resultado de a) a e) según el párrafo 4;
- g) informar del resultado al(los) Estado(s) correspondiente(s) para su resolución; y
- h) informar el resultado de g) anterior al PIRG correspondiente para su examen adicional, asesoramiento e informe al Consejo de la OACI, según corresponda mediante informes PIRG.

1.4 Una directriz general sería organizar tres niveles de prioridad en función de la evaluación de seguridad, regularidad y eficiencia, de la siguiente manera:

- Prioridad "U" = Requisitos urgentes que tienen un impacto directo en la seguridad y requieren acciones correctivas inmediatas.
Requisito urgente que consiste en cualquier especificación física, de configuración, material, rendimiento, personal o procedimiento, cuya aplicación sea urgentemente necesaria para la seguridad de la navegación aérea.
- Prioridad "A" = Requisitos de máxima prioridad necesarios para la seguridad en la navegación aérea.
Requisito de máxima prioridad que consiste en cualquier especificación física, de configuración, material, rendimiento, personal o procedimiento, cuya aplicación se considere necesaria para la seguridad de la navegación aérea.
- Prioridad "B" = Requisitos intermedios necesarios para la regularidad y eficiencia de la navegación aérea.
Requisito de prioridad intermedia que consiste en cualquier especificación física, de configuración, material, rendimiento, personal o procedimiento, cuya aplicación se considere necesaria para la regularidad y eficiencia de la navegación aérea.

2. Situación regional

2.1 Actualmente, la OACI ha estado trabajando con Estados con deficiencias reportadas para evaluar su estado, ya que la mayoría ya estaban resueltas o desactualizadas.

2.2 De las 64 deficiencias identificadas en el dominio AGA, unas 26 se cerraron a finales de 2025, quedando un total de 38 deficiencias abiertas. De esas 38 deficiencias abiertas, 32 son de prioridad "A" y 6 están marcadas como prioridad "B". No se identifican deficiencias de prioridad "U".

2.3 Una lista de las deficiencias detalladas se incluye en el Apéndice A.

3. Acciones sugeridas

3.1 La reunión está invitada a:

- a. Toma nota de la información contenida en este artículo;
- b. Instar a los Estados a informar a la Oficina Regional de la OACI de la NACC cualquier cambio en el estado de las deficiencias incluidas en el **Apéndice A**;
- c. Discutir cualquier asunto relevante según corresponda.

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OUTSTANDING DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE AGA FIELD IN THE CAR REGION

IDENTIFICATION			DEFICIENCY				ACTION PLAN			
ID	Requirements	States/facilities	Description	Date first reported	Remarks	Priority	Description	Executing body	Date of completion	Remarks
1	2	3	4	5	6	7	8	9	10	11
ATG Antigua and Barbuda										
AGA 612 CAR	Mandatory instruction signs (Annex 14, Vol. I, 5.4.2.1 and 5.4.2.12; 5.2.8.4; 5.3.18.1)	Antigua and Barbuda	Lack of runway holding position signs on the intersection of GA TWY and active RWY and most of TWY/RWY intersections. The TWY centerline marking is not located at the center of the TWY width. Implement enhanced TWY centreline and lighting for night operations	MAY/ 2017		A	Implement runway holding position signs at both sides of the RWY/TWY intersections. Implement enhanced taxiway centreline markings at each taxiway/runway intersection. Provide TWY edge lights. Note: Delete RWY closure markings in GA TWY.	ECCAA and V.C. Bird Intl	JUN/ 2022	Implement runway holding position signs at both sides of the RWY/TWY intersections. Implement enhanced taxiway centreline markings at each taxiway/runway intersection. Provide TWY edge lights. Note: Delete RWY closure markings in GA TWY. Target: Completion date October 2020.
AGA 613 CAR	Road holding position marking (Annex 14, Vol. I, 5.2.15 and 5.4.7)	Antigua and Barbuda	The RFFs vehicle service road has no markings and no signs	MAY/ 2017		A	The vehicle service road by the RFF services should be named and have clear mandatory signage and markings placed on the road.	ECCAA and V.C. Bird Intl	OCT/ 2020	The vehicle service road by the RFF services should be named and have clear mandatory signage and markings placed on the road. Completion date October 2020

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BHS Bahamas										
AGA 637 CAR	When designating taxiways, the use of the letters I, O or X and the use of words, such as inner and outer, should be avoided wherever possible to avoid confusion with numerals 1, 0 and closed marking. ICAO Annex 14, Chapter 5.4.3.36.	Lynden Pindling International Airport/Nassau	Several information signs need to be renamed in order to avoid confusion when conveying mandatory or information instructions.	MAY/ 2018		A	Avoid using letters I, O, or X when designating taxiways.	LPIA	DEC/ 2021	When designating taxiways, the use of the letters I, O or X and the use of words, such as inner and outer, should be avoided wherever possible to avoid confusion with numerals 1, 0 and closed marking. ICAO Annex 14, Chapter 5.4.3.36.
AGA 642 CAR	The location of the fire station does not allow a straight access to the movement area compromising the response time of the ARFF. Rescue and firefighting (A14, Vol. I, 9.2, 9.2.34)	Lynden Pindling International Airport/Nassau	The location of the fire station does not allow a straight access to the movement area compromising the response time of the ARFF	MAY/ 2018		A	Relocate the fire station so that the access for RFF vehicles into the runway area is direct and clear, requiring a minimum number of turns	LPIA	OCT/ 2021	The location of the airport fire station is a primary factor in ensuring that recommended response times can be achieved; that is, two minutes and no more than three minutes to the end of each runway
AGA 644 CAR	The concrete bases where the signs are placed shall be at the same level of the runway strip. The portion of a strip of an instrument runway within at least 75 m from the centre line should be graded. Signs (Anexo 4, Vol. I, 5.4, 5.4.1.3)	Grand Bahama International Airport / Freeport	The concrete bases of several information signs were not levelled and protruding the runway strip.	MAY/ 2018		A	The concrete bases shall be flush with the runway strip	GBAC	DEC/ 2018	
AGA 645 CAR	All taxiway edge lights should be placed back to its original position and the electrical system should be properly installed and avoid the presence of electrical cables on ground. Lighs (A14, Vol. I, 5.3, 5.3.9)	Bahamas	The taxiway edge lights some were broken and others taken off from their original position posing safety risks to aircraft operations.	MAY/ 2018		A	Reposition of the taxiway edge light.	GBAC	DEC/ 2018	
AGA 647 CAR	The runway-holding position marking shall be displayed along a runway-holding position. Marking (A14, Vol. I, 5.2, 5.2.10)	Grand Bahama International Airport / Freeport	The runway holding position markings were not aligned with the holding position signs and in some cases it was noted the lack of these signs.	MAY/ 2018		A	Align the runway holding position markings with the holding position signs	GBAC	DEC/ 2022	

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AGA 648 CAR	The PAPIs shall be aligned with the aiming point. The aiming point marking shall commence no closer to the threshold than the distance of 400 m (Annex 14, Vol. I, 5.2.5.3, Table 5.1). Lights (A14, Vol. I, 5.3, 5.3.5)	Grand Bahama International Airport / Freeport	The aiming point markings are not aligned with the PAPI lights.	MAY/ 2018		A	Realign the PAPIs with the aiming point and review marking.	GBAC	OCT/ 2018	
AGA 649 CAR	All the PAPIs concrete bases sited on the runway strip shall be flushed with the surface of the runway and satisfy the relevant frangibility requirement (Annex 14, Vol. I, 3.4.10. Signs (A14, Vol. I, 5.4, 5.4.1.3)	Bahamas	The concrete bases of the PAPIs protrude the runway strip surface level and they are not frangible	MAY/ 2018		A	PAPIs concrete bases shall be flush with the surface of the runway strip	GBAC	DEC/ 2022	
AGA 650 CAR	A paved runway shall be maintained in a condition so as to provide surface friction characteristics at or above the minimum friction level specified by the State, followed by rubber removal and repainting runway markings (Annex 14, Vol. I, 10.2.3; 10.3.1). Pavements (A14, Vol. I, 10.2, 10.2.3; 10.3.1)	Grand Bahama International Airport / Freeport	The presence of rubber deposits was observed on the runway and markings were faded.	MAY/ 2018		A	Remove rubber from runway.	GBAC	DEC/ 2022	
AGA 653 CAR	Provide road-holding position sign at all road entrances to a runway (Annex 14, Vol. I, 5.4.7.1) Markings (A14, Vol. I, 5.2, 5.2.15)	Grand Bahama International Airport / Freeport	The access for rescue and firefighting vehicles into the movement area is direct and clear however marking and signs are required.	MAY/ 2018		A	Provide road-holding position sign	GBAC	OCT/ 2018	
AGA 654 CAR	Provide graded TWY shoulders and taxiway marking.	Grand Bahama International Airport / Freeport	Lack of taxi side stripe marking.	MAY/ 2018		A	Provide a pair of solid lines, each 15 cm wide and spaced 15 cm apart and shall be painted with yellow colour	GBAC	OCT/ 2021	
AGA 655 CAR	Aprons for international and domestic flights were found deficient in terms of markings and signage. Apron (A14, Vol. I, 5.2.13 and ACI Apron Marking and Signs Handbook, 3rd Ed. 2017)	Grand Bahama International Airport / Freeport	The apron area not adequate to allow expeditious handling of the aerodrome traffic at its maximum anticipated traffic density	MAY/ 2018		A	Provide markings and signs. Consideration also has to be given to the provision of service roads and to manoeuvring and storage area for ground equipment .	GBAC	OCT/ 2022	

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CYM Cayman Islands										
AGA 6 CAR	Taxiway Parallel to Runway (ANP, Table AOP 1 and Table 3-1 of Annex 14 Vol. I, 4th Edition Chap. 3, 3.9.8, 3.9.12)	Cayman Islands, GRAND CAYMAN, Owen Roberts Intl	No parallel taxiway to the runway as referenced in ANP, Table AOP1	OCT/ 2000	ICAO Visit October 2000. Extension of parallel taxiway to the west identified in the next Master Plan. Parallel taxiway between apron and Rwy 26 provided OPEN	B	Provide a full-length parallel taxiway Action Plan: Provide a parallel taxiway. Subject to airport master plan implementation date. Difference published in AIP. Extension of parallel taxiway to the west identified in the next Master Plan.	Cayman Islands	DEC/ 2021	ICAO Visit October 2000. Extension of parallel taxiway to the west identified in the next Master Plan. Parallel taxiway between apron and Rwy 26 provided OPEN
AGA 26 CAR	Obstacles (Annex 14, Vol. I, 4th Edition, Chap. 4.2.12)	Cayman Islands, GRAND CAYMAN, Owen Roberts Intl	Obstacles exist in the transitional obstacle limitation surface, including roads, housing, fencing, trees and the tails of aircraft parked on the aprons - Ref. Annex 14 Vol I., 4th Ed., Section 4.2.12	OCT/ 2000	ICAO Visit October 2000	A	Eliminate obstacles by relocating facilities and during the next apron re-configuration. Action Plan: Obstacles lit and facilities removed where practical. Information published in the AIP.	Cayman Islands	DEC/ 2006	Delayed implementation of airport development master plan. Work in progress.

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GRD Grenada										
AGA 614 CAR	Wildlife strike hazard reduction (Annex 14, Vol. I, 9.4)	Grenada, Maurice Bishop Intl	Bird strike reports are being collected by the airport operator; however, they are not being reported to ECCAA or ICAO	MAY/ 2017		A	Establish a national procedure for recording and reporting wildlife strikes to aircraft; collection of information and an ongoing evaluation of the wildlife hazard by competent personnel.	ECCAA and Maurice Bishop Intl	DEC/ 2021	
AGA 615 CAR	Obstacle restriction and removal (Annex 14, Vol. I, 4.2)	Grenada	Obstacles in the approach and transitional surfaces: university complex, parking lot, trees and hills	MAY/ 2017		A	Define the airspace around the aerodrome to be maintained free from obstacles and to prevent from becoming unusable by the growth of obstacles around it.	ECCAA and Maurice Bishop Int	JUN/ 2022	
AGA 616 CAR	Pavements (Annex 14, Vol. I, 10.2.7	Grenada	RWY shoulders with loose material (asphalt aggregate)	MAY/ 2017		A	Make the necessary repairs to RWY shoulders, in the meantime increase sweeping activities to collect FOD.	ECCAA and Maurice Bishop Intl	OCT/ 2019	The RWY shoulders were repair and sweeping activities were done.

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HTI Haiti										
AGA 541 CAR	Aerodrome Operational Services, Equipment and Installations (Annex 14, Vol. I, Section 9.2.34, Doc. 9137, Part 1, Chapter 9, 9.2	Toussaint Louverture International Airport	The fire station is located on general aviation apron and does not meet the response time requirements	JUN/ 2022	Relocate the fire station so that the access for rescue and fire fighting vehicles on into the runway area is direct and clear, and ensure minimum response times	A		AAN	DEC/ 2022	
AGA 544 CAR	Aerodrome Operational Services, Equipment and Installations (Annex 14, Vol. I, Section 9.2.42, Doc. 9137, Part 1, Chapter 6).	Toussaint Louverture International Airport	The rescue and fire fighting personnel protective clothing is not adequate and is shared between shifts	DEC/ 2022	Acquire new protective clothing and respiratory equipment for RFFS personnel	A	Provide protective clothing and respiratory equipment.	AAN	DEC/ 2022	
AGA 545 CAR	Runway End Safety Areas (Annex 14, Vol. I, Section 3.5, 3.5.1 – 3.5.4)	Toussaint Louverture International Airport	Runway 10/28 does not have runway end safety areas	JUN/ 2022	Construct RESAs at both runway ends.	A	Runway rehabilitation project to provide RESAs is part of the World Bank project.	AAN	DEC/ 2022	
AGA 548 CAR	Communication and alerting systems (Annex 14, Vol. I, Section 9.2.35)	Toussaint Louverture International Airport	There is no communication and alarm system for alerting and mobilizing other participating emergency support personnel	JUN/ 2022	Provide and install a discrete communication system linking the fire station with the TWR and rescue and fire fighting vehicles.	A	Provide communication and alarm systems.	AAN	DEC/ 2022	
AGA 553 CAR	Visual docking guidance system (Annex 14, Vol. I, 5.3.24, 5.3.24.1)	Toussaint Louverture International Airport	There is no visual docking guidance system to indicate the precise positioning of an aircraft on an aircraft stand	JUN/ 2022	Provide a visual docking guidance system to indicate, by a visual aid, the precise positioning of an aircraft on an aircraft stand.	A	Provide a visual docking guidance system.	AAN	DEC/ 2022	
AGA 555 CAR	Pavements (Annex 14, Vol. I, 10.2, 10.2.3).	Toussaint Louverture International Airport	Runway has rubber build-up and there is a potential for decreased friction when wet	JUN/ 2022	Acquire equipment for runway rubber removal	A	Acquire friction measurement equipment.	AAN	DEC/ 2022	
AGA 558 CAR	Doc. 9137, Part 9, Chapter 5	Toussaint Louverture Intl. Airport	There are no oil and fuel separators	DEC/ 2022	The oil separators are integral parts of water collectors. The fuel separators are components of the drainage system of hangars, workshops and other technical areas which must be provided with separator installations.	B	Provide oil and fuel separators.	AAN	DEC/ 2022	
AGA 559 CAR	Emergency access roads (Annex 14, Vol. I, 9.2.30 & 9.2.31, 9.10.5)	Toussaint Louverture International Airport	There are no paved direct access roads within the airport, which is significant cause of FOD	DEC/ 2022	Provide direct access roads to the movement area.	A	Provide direct access road.	AAN	DEC/ 2022	
AGA 560 CAR	Pavements (Annex 14, Vol. I, 10.2, 10.2.1 – 10.2.2, Attachment A, Section 5, 5.3.17, 5.3.17.1 & 5.3.17.2., Doc. 9137, Part 9, Chapter 4, 4.1)	Toussaint Louverture International Airport	Runway 10/28 has low, medium and high severity longitudinal cracks, with low severity alligator cracking and rutting	JUN/ 2022	Rehabilitate Runway 10/28 and taxiway pavement	A	Airport runway rehabilitation project is now underway. Process expected to start by July 2014	AAN	DEC/ 2015	

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AGA 564 CAR	Taxiways (Annex 14, Vol. I, 3.9, 3.9.8 and ANP, Table AOP 1)	Toussaint Louverture Intl. Airport	In order to reduce runway stress and extend its life a parallel taxiway is needed. It also increases runway capacity with reduced runway occupancy times	DEC/ 2022	Construct parallel taxiway.	A	Provide parallel taxiway. This will be considered as a new project with a bank financial aid.	AAN	DEC/ 2022	
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LCA Saint Lucia										
AGA 619 CAR	Runway side stripe marking (Annex 14, Vol. I, 5.2.7)	Saint Lucia	No side stripe marking along runway 10/28.	APR/ 2018		A	Provide runway side stripe marking between the thresholds of a paved runway where there is a lack of contrast between the runway edges and the shoulders or the surrounding terrain.	SLASPA		
AGA 620 CAR	Runway side stripe marking (Annex 14, Vol. I, 5.2.7)	Saint Lucia	No side stripe marking along runway 10/28.	APR/ 2018		A	Provide runway side stripe marking between the thresholds of a paved runway where there is a lack of contrast between the runway edges and the shoulders or the surrounding terrain.	SLASPA	DEC/ 2022	
AGA 623 CAR	Markings (Annex 14, vol. I, 5.2.1.5)	Saint Lucia	Lack of double edge-lines on taxiways.	APR/ 2018		A	Taxiway markings, runway turn pad markings and aircraft stand markings shall be yellow.	SLASPA	DEC/ 2022	
AGA 625 CAR	Emergency access roads (Annex 14, Vol. I, 9.2.34)	Saint Lucia	Service road lanes and passenger walkways are unclear.	APR/ 2018		B	Provide service roads to serve as emergency access roads and walkways for passengers embarking and disembarking an aircraft.	SLASPA	DEC/ 2022	

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VCT Saint Vincent and the Grenadines										
AGA 629 CAR	Markings (Annex 14, vol. I, 5.2.14.2)	Saint Vincent and the Grenadines, Argyle Intl	Lack of apron safety lines.	APR/ 2018		A	Provide apron safety lines to define the areas intended for use by ground vehicles and other aircraft servicing equipment, etc., to provide safe separation from aircraft.	TVSA-CEO	DEC/ 2022	
AGA 630 CAR	Aircraft stand marking (Annex 14, Vol. I, 5.2.13	Saint Vincent and the Grenadines	Apron taxi lead-in stop bars require aircraft type identification markings.	APR/ 2018		A	Provide aircraft stand markings to include stand identification, leading line, alignment bar, stop line and lead-out line, as are required by the parking configuration and to complement other parking aids.	TVSA-CEO	DEC/ 2022	
AGA 631 CAR	Non-loadbearing surfaces (Annex 14, Vol. I, 7.2.3)	Saint Vincent and the Grenadines, Argyle Intl	Apron double edge lines stop short at apron stand, do not continue along TWY to RWY edg	APR/ 2018		B	Provide a taxi side stripe marking consisting of a pair of solid lines, each 15 cm wide and spaced 15 cm apart and the same colour as the taxiway centre line marking.	TVSA-CEO	DEC/ 2022	
AGA 632 CAR	Runway turn pads (Annex 14, Vol. I, 3.3.1 & 3.3.12)	Saint Vincent and the Grenadines	Turnpad-west: lack of yellow taxi line and double edge markings			B	The runway turn pad shall be designed when the cockpit of the aeroplane for which the turn pad is intended remains over the turn pad marking.	TVSA-CEO	DEC/ 2022	
AGA 633 CAR	Taxiway edge lights (Annex 14, Vol. I, 5.3.18.5)	Saint Vincent and the Grenadines	Turnpad west: taxiway edge lights are not spaced at uniform longitudinal intervals.	APR/ 2018		B	Taxiway edge lights on a runway turn pad should be spaced at uniform longitudinal intervals of not more than 30 m.	TVSA-CEO	DEC/ 2022	
AGA 635 CAR	Visual aids for denoting obstacles (Annex 14, Vol. I, 6.1.1.6) 3A	Saint Vincent and the Grenadines	Elevated structures on all peripheral properties without obstruction lights at top.	APR/ 2018		A	A fixed obstacle that extends above an approach surface within 3 000 m of the inner edge or above a transitional surface shall be marked and, if the runway is used at night, lighted.	TVSA-CEO	DEC/ 2022	