

ACTION PLAN FOR RESOLVING REGIONAL AIR NAVIGATION DEFICIENCIES

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

Identification		Deficiencies		Action Plan				
Requirements	States/facilities	Description	Date of presentation	Corrective Action	Executing Body	Date of correction	Difficulties Encountered	
AGA Antigua and Barbuda/Antigua y Barbuda								
AGA 94 C	Obstacles (Annex 14, Vol. I, Chap. 4, Rec. 4.2.12)	Antigua and Barbuda, ST. JOHNS, V. C. Bird Intl	Obstacles in the transitional surface include aircraft parked on the apron and topography on both north and south sides of west runway end	22/07/2003	Reduce the obstacles infringing on the transitional surface. Action Plan: New apron development planned. Published in AIP.	Antigua and Barbuda Ministry of Aviation	12/2005	Pending the availability of funding for completion of Phase I of Master Plan.
AGA 98 C	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10, 10.2,10.2.1)	Antigua and Barbuda, ST. JOHNS, V. C. Bird Intl	Apron pavement in very poor condition in some areas with extensive loose stones - FOD	22/07/2003	Remove FOD continuously and repair apron pavement.	Antigua and Barbuda Ministry of Aviation	7/2004	Pending the availability of funding for completion of Phase I of Master Plan.
AGA 90 C	Runway Strip (Annex 14, Vol. I, Chap. 3.4, 3.3.4, 3.4.6 & 15)	Antigua and Barbuda, ST. JOHNS, V. C. Bird Intl	Runway strip width is insufficient and contains objects in the following areas: West and east runway ends – concrete pits East runway end – fence, road & sea West runway end north side – fence, road, terrain, vegetation & buildings North side – apron, parallel taxiway and closed runway used for parking aircraft Central portion south side – fence & terrain	22/07/2003	Remove or modify objects located in the runway strip and widen the runway strip. Reduce the runway declared distances by approximately 100 m. Action Plan: Development of new apron planned	Antigua and Barbuda Ministry of Aviation	2003/2005	Pending the availability of funding for completion of Phase I of Master Plan.
AGA 92 C	Taxiway Parallel to Runway (ANP, Table AOP1, Annex 14, Vol. I, Chap. 3.9.8 & 3.9.12)	Antigua and Barbuda, ST. JOHNS, V. C. Bird Intl	No parallel taxiway is provided	22/07/2003	Complete the construction of the parallel taxiway.	Antigua and Barbuda Ministry of Aviation	12/2004	Pending the availability of funding for completion of Phase I of Master Plan.
AGA 96 C	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.4.1.1)	Antigua and Barbuda, ST. JOHNS, V. C. Bird Intl	No airfield signs are provided	22/07/2003	Provide illuminated airfield signs	Antigua and Barbuda Ministry of Aviation	12/2004	Pending the availability of funding for completion of Phase I of Master Plan.
AGA Aruba								
AGA 299 C	Visual Aids (Annex 14, Vol. I, Chap. 5 - Std. 5.3.4.1.B)	Aruba, ORANJESTAD, Reina Beatrix Int'l	No approach lighting system is provided on Runway 29	10/06/2003	Provide a simple approach lighting system on Runway 29	Aruba Airport Authority	TBD	Compliance with the standard will have significant structural and financial implications on the infrastructure of the airport. Several factors such as land acquisition, construction in the sea and the impact here-of on the community demand extensive study to arrive at the final decisions.
AGA 298 C	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.2.8, 5.2.8.1 & 3)	Aruba, ORANJESTAD, Reina Beatrix Int'l	Taxiway centreline marking to guide aircraft turning around at the east runway end is not provided	10/06/2003	Provide turn-around guidance centreline markings at the runway end. Action Plan: Turn-around guidance centerline marking at the east runway end will be provided.	Aruba Airport Authority	6/2003	

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AGA 301 C	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.3.15 & 5.3.15.1)	Aruba, ORANJESTAD, Reina Beatrix Int'l	No stopway lights are provided at both runway ends	10/06/2003	Provide stopway lights or do not declare stopways and amend runway declared distances	Aruba Airport Authority	TBD	Compliance with the standard will have significant structural and financial implications on the infrastructure of the airport. Several factors such as land acquisition, construction in the sea and the impact here-of on the community demand extensive study to arrive at the final decisions.
AGA 300 C	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.3.4, 5.3.4.1.C & Doc. 8733 ANP FASID Table AOP1)	Aruba, ORANJESTAD, Reina Beatrix Int'l	A simple approach lighting system is provided on Runway 11	10/06/2003	Provide a precision approach category I lighting system on Runway 11	Aruba Airport Authority	TBD	Compliance with the standard will have significant structural and financial implications on the infrastructure of the airport. Several factors such as land acquisition, construction in the sea and the impact here-of on the community demand extensive study to arrive at the final decisions.
AGA 302 C	Visual Aids (Annex 14, Vol. I, Chap. 7, 7.1.1)	Aruba, ORANJESTAD, Reina Beatrix Int'l	No closed marking is provided on the eastern section of Taxiway F/D extension	10/06/2003	Provide closed marking for closed section of Taxiway F. Action Plan: Closed markings will be provided for closed section of Taxiway F.	Aruba Airport Authority	6/2003	
AGA Barbados								
AGA 160 C	Obstacles (Annex 14, Vol. I, Chap. 4, Rec. 4.2.21)	Barbados, BRIDGETOWN, Grantley Adams Intl	Obstacles in the transitional surface include the fire station and hangar on the south side of the runway middle section	06/10/2004	Long-term development planning should consider the relocation of the facilities which are obstacles infringing on the transitional surface. Action Plan: A comprehensive plan to resite the fire station and hangar has been established. Drawings and an action plan for a new fire station have been forwarded to Government for approval and funding. On approval the action plan will be executed.	Barbados	TBD	
AGA 164 C	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10, 10.2 & 10.2.1)	Barbados, BRIDGETOWN, Grantley Adams Intl	Apron pavement is in very poor condition in some areas with potholes, loose stones – FOD and open joints	06/10/2004	Remove FOD continuously and repair apron pavement. Action Plan: 50% of the apron pavement work was completed during the financial year 2003-2004. It is expected that the remaining 50% would be completed during the financial year 2004-2005.	Barbados	TBD	

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AGA 163 C	Rescue and Fire Fighting (Annex 14, Vol. I, Chap. 9.2, Rec. 9.2.27 & 30)	Barbados, BRIDGETOWN, Grantley Adams Intl	Access from rescue and fire-fighting services facilities to the runway is not the most direct, is narrow and pavement is deficient with potholes	06/10/2004	Improve access to the runway by paving a fillet on the grassed area in front of the RFFS facility, widen the access road and maintain the pavement surface to ensure minimum response times to both runway ends. Action Plan: This matter forms part of the drawings and action plan for the establishment of a new fire station. This will be addressed with the new fire station.	Barbados	TBD	
AGA 162 C	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.3.17, 5.3.17.1)	Barbados, BRIDGETOWN, Grantley Adams Intl	No taxiway edge lighting is provided for the apron taxiway and the east runway end turn-around area	06/10/2004	Provide taxiway edge lighting. Action Plan: Taxiway edge lighting is provided on the south side of the taxiway. However, the north side of the taxiway has not been let since it coincides with the parking apron. The turn-around area form part of the RWY 09 end and the beginning/threshold of RWY27. The necessary runway end and threshold lighting are already employed in this area. There are no plans to implement further lighting. Only the circular section for the turn-around has been let with edge lights.	Barbados	TBD	
AGA Cayman Islands/Islas Caimanes								
AGA 26 C	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	25/03/2003	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	12/2006	Delayed implementation of airport development master plan.
AGA 27 C	Obstacles (Annex 14, Vol. I, Chap. 4, 4.2.20 & 4.2.21)	Cayman Islands, CAYMAN BRAC, Gerrard Smith Intl	Obstacles exist in the transitional obstacle limitation surface, including road, buildings and trees - Ref. Annex 14 Vol I Section 4.2.12	25/03/2003	Eliminate obstacles by relocating facilities. Action Plan: Obstacles lit. Trees removed where practicable. Information published in AIP.	Cayman Islands	01/2001	Land owner jurisdiction and insufficient enforcement regulations.
AGA 73 C	Pavement Surface Conditions (Annex 14, Vol. I, 4th Edition, Chap. 10.2, 10.2.1)	Cayman Islands, GRAND CAYMAN, Owen Roberts Intl	GA apron pavement surface deficient - Ref Annex 14 Vol. I, 4th Ed., Section 10.2	25/03/2003	Upgrade apron pavement. Action Plan: Apron maintenance program implemented and surface swept regularly. Project to overlay surface identified.	Cayman Islands	12/2007	Delayed implementation of airport development master plan.
AGA 2 C	Runway Geometry (Annex 14, Vol. I, Chap. 3.1 & 3.2)	Cayman Islands, GRAND CAYMAN, Owen Roberts Intl	Runway shoulders are not provided as specified in Annex 14, Vol. I, 4th Ed., Section 3.2.1	25/03/2003	Provide runway shoulders during next runway upgrading. Action Plan: Specified runway shoulder to be provided subject to implementation of airport development master plan. Reduced data published in AIP.	Cayman Islands	12/2008	Delayed implementation of airport development master plan.

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AGA 6 C	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	25/03/2003	Provide a full-length parallel taxiway Action Plan: Provide a parallel taxiway. Subject to airport master plan implementation date. Difference published in AIP.	Cayman Islands	12/2008	Delayed implementation of airport development master plan.
AGA 43 C	Visual Aids (Annex 14, Vol. I, 4th Ed., Chap. 5.3.17.1 and ANP, Table AOP 1)	Cayman Islands, CAYMAN BRAC, Gerrard Smith Intl	No apron edge lights are provided - Ref. Annex 14 Vol. I, 4th Ed., Section 5.3.17.1	25/03/2003	Provide apron edge lighting. Adequate guidance is provided with taxiway edge lights and centerline markings leading up to apron stands which are appropriately marked. Apron edge markings and flood lights are also provided.	Cayman Islands	04/2006	none
AGA 42 C	Visual Aids (Annex 14, Vol. I, 4th Ed., Chap. 5.3.4.1(A) and ANP, Table AOP 1)	Cayman Islands, CAYMAN BRAC, Gerrard Smith Intl	No approach lighting is provided - Ref. Annex 14 Vol. I, 4th Ed., Section 5.3.4.1(A)	25/03/2003	Provide approach lighting system. Action Plan: Installation of simple lighting system not physically practical due to inadequate terrain distance. High intensity runway end indicator lighting system and PAPIs installed.	Cayman Islands	12/2006	Inadequate terrain distance.
AGA 40 C	Visual Aids (Annex 14, Vol. I, Chap. 5 and ANP, Table AOP 1)	Cayman Islands, GRAND CAYMAN, Owen Roberts Intl	No edge lights are provided on the runway end turn-around area as required in Annex 14 Vol. I, 4th Ed., Section 5.3.17.1	25/03/2003	Provide taxiway edge lighting on runway turn pads.	Cayman Islands	12/2007	Delayed implementation of airport development master plan.
AGA Cuba								
AGA 138 C	Rescue and Fire Fighting Service and Airport Emergency Planning (Annex 14, Vol. I, Chap. 9.1 & 9.2 - 9.2.22 & 26)	Cuba, VARADERO, Juan Gualberto Gómez International	There is no direct access between the rescue and fire fighting facilities and the runway.	24/02/06	To provide a direct access. Action Plan: During drills carried out by the Rescue and Fire Fighting service, it has been proven that the response time is complied with, as established by Standard 9.2.2.21, Annex 14.	Cuba	01/2005	
AGA 132 C	Runway Strips (Annex 14, Vol. I, 4th Edition Chap. 3.4.3 & 6)	Cuba, HABANA, José Martí International	The runway strip width is insufficient in the southeast area of the runway close to Terminal 1 and the Runway 24 threshold	24/02/06	To remove objects and to increase the runway strip width. Action Plan: Aeronautical study for recovering the necessary area in order to comply with the 150 m width of runway strip in the southeast zone.	ECASA	2007	Economic constrains in entities of the country.
AGA 143 C	Visual Aids (Annex 14, Vol. I, 4th Edition, Chap. 5.3.4.1.(A) and ANP Table AOP1)	Cuba, CAMAGUEY, Ignacio Agramonte	Runway 25 is lacking a simple approach lighting system	24/02/06	To provide a simple approach lighting system. Action Plan: Proceeding to request an amendment to the CAR/SAM ANP Table AOP1 in view that the installation of this type of system for a runway that is normally used in good visibility conditions and have another visual aid like a PAPI is absolutely not justified.	ECASA	2006	This deficiency has not been solved due to the lack of budget; other facilities have been prioritized since they are more important to the safety of flights.
AGA 140 C	Visual Aids (Annex 14, Vol. I, 4th Edition, Chap. 5.3.4.1.(C) and ANP Table AOP1)	Cuba, HOLGUIN, Frank Pais	There is no Category I precision approach lighting system on Runway 05.	24/02/06	Provide precision approach lighting system. Action Plan: The project study and hiring implementation process are on-going.	ECASA	2 Sem 2007	This deficiency has not been solved due to the lack of budget; other facilities have been prioritized since they are more important to the safety of flights.

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AGA Dominican Republic/República Dominicana							
AGA 78 C	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10, 10.2, 10.2.1, 10.2.4)	Dominican Republic, SANTO DOMINGO, Las Americas Intl	Taxiway and apron surface pavement irregularities.	09/02/04	Upgrade pavements. Action Plan: The taxiway and apron pavements are being repaired. To this date, the ECO3 and ECO4 sectors of the taxiway and apron have been repaired.	Dominican Republic	2005
AGA 46 C	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.3.4, 5.3.4.1 and ANP, Table AOP 1)	Dominican Republic, SANTO DOMINGO, Las Americas Intl	No approach lighting system on Rwy 35	09/02/04	Install approach lighting system. Action Plan: Delay in the assignment of economical resources.	Dominican Republic	2005
AGA 47 C	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.4, 5.4.11 and ANP, Table AOP 1)	Dominican Republic, SANTO DOMINGO, Las Americas Intl	No Signs	09/02/04	Install signs. Action Plan: Delay in the assignment of economical resources.	Dominican Republic	2005
AGA Grenada/Granada							
AGA 124 C	Obstacles (Annex 14, Vol. I, Chap. 4, 4.2.10 & 12)	Grenada, ST. GEORGES, Point Salines Intl	Large aircraft tails when parked on the apron and topography are obstacles infringing in the transitional surface	28/01/2003	Future reconfiguration of the apron should consider eliminating this deficiency	Grenada	TBD
AGA 127 C	Rescue and Fire Fighting (Annex 14, Vol. I, Chap. 9.2, Rec. 9.2.22 & 26)	Grenada, ST. GEORGES, Point Salines Intl	Access from rescue and fire-fighting services facilities to the runway is not the most direct	28/01/2003	Designate a direct route across the apron to the existing access road to the runway to ensure minimum response times to both runway ends	Grenada	08/2003
AGA 123 C	Runway Strip (Annex 14, Vol. I, Chap. 3.4, 3.4.3, 6 & 15)	Grenada, ST. GEORGES, Point Salines Intl	Runway strip is deficient in width, transverse slopes and due to objects as follows: Topography, hangar, western runway end - both north and south corners, Hardy Bay, sea on south side, VOR/DME access road, sewage pond, standby generator, culvert headwalls, drainage ditch, and road, fence and buildings located at the southeast runway end	28/01/2003	Do not declare a stopway thereby reducing the runway strip length and the western end deficiencies. Delethalise VOR/DME access road embankment and Hardy Bay - Sea culvert headwalls. Widen runway strip by filling the water areas and remove or modify objects located in runway strip.	Grenada	06/2003
AGA 125 C	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.3.5.1, 5.3.5.3 & 5.3.5.23 & ANP Table AOP1)	Grenada, ST. GEORGES, Point Salines Intl	No visual approach slope indicator system is provided for Runway 28	28/01/2003	Install visual approach slope indicator system for Runway 28 if approaches on Runway 28 are available	Grenada	TBD
AGA Mexico							
AGA 361 C	Maintenance (Annex 14, Chap. 10, 10.4, 10.4.10)	México, MÉXICO, Lic. Benito Juárez International Airport	The approach lighting system of Runway 23R is reported to be out of service	27/08/2003	Repair the approach lighting system of Runway 23R	AICM (Mexico)	TBD

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AGA 357 C	Rescue and Fire Fighting (Annex 14, Vol. I, Chap.9.2, Rec. 9.2.30)	México, MÉXICO, Lic.Benito Juárez International Airport	The rescue and fire fighting vehicles do not have direct access to both runways	27/08/2003	Extend the existing road between the station and taxiway B crossing Runway 05L/23R towards Runway 05R/23L	AICM (Mexico)	TBD
AGA 343 C	Runway Strip (Annex 14, Vol.I, Chap.3, 3.4, 3.4.2 Rec.3.4.6)	México, MÉXICO, Lic.Benito Juárez International Airport	The width on the northern side of the Runway Strip 05L/23R is insufficient and contains objects, including a service road, taxiway B, the apron, the perimetral fence, buildings, public roads and elevated manholes.	27/08/2003	To broaden the runway strip and to eliminate objects, or reduce the category of the Runway 05L/23R to a visual runway (NINST) Action Plan: To attend this observation, the AICM is preparing proposals to be studied and approved by the DGAC, or that the DGAC prepares the corresponding recommendations and adopts the necessary measures in order to notify ICAO of the differences or to establish a Mexican Standard that endorses the difference as a State rule.	AICM (Mexico)	TBD
AGA 344 C	Runway Strip (Annex 14, Vol.I, Chap.3.4, 3.4.7 Rec.3.4.6)	México, MÉXICO, Lic.Benito Juárez International Airport	The strip of Runway 05R/23L contains objects including drainage canals, elevated and uncovered manholes	27/08/2003	Eliminate the objects in the strip of Runway 05R/23L	AICM (Mexico)	TBD
AGA 347 C	Taxiways (Annex 14, Chap 3, 3.9, Rec.3.9.8)	México, MÉXICO, Lic.Benito Juárez International Airport	The distance between the centreline of taxiway B and the service parallel road is insufficient	27/08/2003	To provide the required distance between the taxiway and the service parallel road - relocate the service road. Action Plan: To attend this observation, the AICM is preparing proposals to be studied and approved by the DGAC, or that the DGAC prepares the corresponding recommendations and adopts the necessary measures in order to notify ICAO of the differences or to establish a Mexican Standard that endorses the difference as a State rule.	AICM (Mexico)	TBD
AGA 346 C	Taxiways (Annex 14, Chap 3.9 - Rec. 3.9.8)	México, MÉXICO, Lic.Benito Juárez International Airport	The distance between the centrelines of Runway 05L/23R and the parallel taxiway is insufficient	27/08/2003	To provide the required distance for instrument runways or to reduce the category of Runway 05L/23R to a visual runway (NINST) Action Plan: To attend this observation, the AICM is preparing proposals to be studied and approved by the DGAC, or that the DGAC prepares the corresponding recommendations and adopts the necessary measures in order to notify ICAO of the differences or to establish a Mexican Standard that endorses the difference as a State rule.	AICM (Mexico)	TBD
AGA 350 C	Visual Aids (Annex 14, Chap. 5.2 - Std. 5.2.8.1)	México, MÉXICO, Lic.Benito Juárez International Airport	There are no taxiway centreline markings on the runway crossing points and on the eastern holding bay of Runway 05L/23R where aircraft turn	27/08/2003	Paint the taxiway centreline markings on the runways	AICM (Mexico)	TBD
AGA 351 C	Visual Aids (Annex 14, Chap. 5.2 - Std. 5.2.8.1)	México, MÉXICO, Lic.Benito Juárez International Airport	There are taxiway centreline markings that are no longer used and which have not been removed appropriately	27/08/2003	Remove the taxiway centreline markings that are no longer used	AICM (Mexico)	TBD

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AGA 352 C	Visual Aids (Annex 14, Chap. 5.2.1.4, 5.2.14.2)	México, MÉXICO, Lic.Benito Juárez International Airport	There are no security lines on the aprons	27/08/2003	Provide security lines on the aprons	AICM (Mexico)	TBD
AGA 353 C	Visual Aids (Annex 14, Chap. 5.3 - Std. 5.3.4.1B and Doc 8733 ANP FASID Table AOP 1)	México, MÉXICO, Lic.Benito Juárez International Airport	Runway 05L does not have an approach lighting system	27/08/2003	To install a simple approach lighting system in Runway 05L	AICM (Mexico)	09/2005
AGA 354 C	Visual Aids (Annex 14, Chap. 5.3 - Std. 5.3.4.1C and Doc 8733 ANP FASID Table AOP 1)	México, MÉXICO, Lic.Benito Juárez International Airport	Runways 05R and 23L have simple approach lighting systems	27/08/2003	Install Category I precision approach lighting systems in Runways 05R and 23L	AICM (Mexico)	TBD
AGA 355 C	Visual Aids (Annex 14, Chap. 5.4.1, 5.4.1.1)	México, MÉXICO, Lic.Benito Juárez International Airport	There are not enough signs on the airfield	27/08/2003	Install the required signs on the airfield	AICM (Mexico)	TBD
AGA 356 C	Visual Aids (Annex 14, Chap. 7.2 - Std. 7.2.1)	México, MÉXICO, Lic.Benito Juárez International Airport	Some taxiways have one line taxi side stripe markings on the edges	27/08/2003	Paint necessary markings with a couple of continuous yellow lines, including aprons, eastern edge holding bays where aircraft turn	AICM (Mexico)	TBD
AGA Netherlands Antilles/Antillas Neerlandesas							
AGA 263 C	Obstacles (Annex 14, Vol. I, Chap. 4, 4.2, Rec. 4.2.12)	Netherlands Antilles, SAINT MAARTEN/ PHILIPSBURG, Princess Juliana Int'l	Obstacles in the transitional surface include aircraft parked on the apron, buildings and vegetation	02/2002	Minimise the presence of obstacles by prevention and removal. Light and mark remaining obstacles as appropriate. Action Plan: Remedy hydrant system leakage. Local authorities have been advised of the required measures for implementation	PJIAE (Netherlands Antilles)	TBD
AGA 250 C	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10.2, 10.2.1, 10.2.2, 10.2.4, 10.2.7)	Netherlands Antilles, CURACAO/ WILLEMSTAD, Hato Int'l	Parallel taxiway pavement has extensive cracking from the apron to Runway 11	25/03/2003	Upgrade taxiway pavement. Action Plan: Airport operator developing a new re-aligned Taxiway A West.	Netherlands Antilles	2003
AGA 260 C	Runway Strip (Annex 14, Vol. I, Chap. 3.4 - 3.4.4)	Netherlands Antilles, SINT MAARTEN/ PHILIPSBURG, Princess Juliana Int'l	The runway strip width is inadequate for an instrument runway	02/2002	Widen the runway strip. Action Plan: Runway strip is adequate for visual approaches. An IFR may be cleared to execute a visual approach, provided the meteorological conditions are such that a visual approach and landing can be completed. For PJIA a strip of 2x75 is then sufficient. An IFR flight on visual approach is approved.	PJIAE (Netherlands Antilles)	TBD

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AGA 268 C	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.3.4.1 (B) and ANP FASID Table AOP1)	Netherlands Antilles, SINT MAARTEN/ PHILIPSBURG, Princess Juliana Int'l	A simple approach lighting system is not provided for Runway 09	02/2002	Provide a simple approach lighting system for Runway 09	PJIAE (Netherlands Antilles)	TBD	Simple approach lighting system at Runway 09 is not practicable because of the sea. It is not required when the runway is used in conditions of good visibility or if other visual aids are provided. In this case we have good visibility and a PAPI system on the left and right side of the runway.
AGA 247 C	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.3.4.1(C) and ANP FASID Table AOP1)	Netherlands Antilles, CURACAO/ WILLEMSTAD, Hato Int'l	A simple approach lighting system is provided for Runway 11	25/03/2003	Provide a Category I precision approach lighting system for Runway 11. Action Plan: Airport operator to engage in consultation process with DCA and aircraft operators to confirm the need for a Category I precision approach lighting system and submit a technical aeronautical study to the DCA to request acceptance of non-compliance with standard requirement, if applicable. If a Category I precision approach lighting system is necessary, airport operator to provide.	Netherlands Antilles	2004	High cost of provision and pilot reports of blinding by existing lights.
AGA 248 C	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.3.4.1(C) and ANP FASID Table AOP1)	Netherlands Antilles, CURACAO/ WILLEMSTAD, Hato Int'l	A visual approach slope indicator system is not provided for Runway 29	25/03/2003	Provide a visual approach slope indicator system for Runway 29. Action Plan: Airport operator to engage in consultation process with DCA and aircraft operators to confirm the need for PAPI lights. If PAPI lights are necessary, airport operator to provide.	Netherlands Antilles	2004	High cost of provision and low utilisation of Runway 29 (<1%).
AGA Nicaragua								
AGA 135 C	Runway Strips (Annex 14, Vol. I, 4th Edition, Chap. 3, 3.11 Rec. 3.11.3)	Cuba, VARADERO, Juan Gualberto Gómez International	There are manholes in the taxiway strips	24/02/06	To remove, lower or provide ramps around the manholes. Action Plan: To lower the height of manholes until they are level with the terrain.	ECASA	2006	
AGA Saint Kitts and Nevis/San Kitts y Nevis								
AGA 285 C	Runway Strip (Annex 14, Vol. I, Chap. 3.4 - Rec. 3.4.5 & 6)	St. Kitts and Nevis, CHARLESTOWN, Vance W. Amory Int'l	The runway strip width is insufficient and contains objects	09/09/2003	Remove objects and widen strip or reduce the aerodrome category. Action Plan: The strip width will be published as a Deficiency.	Nevis Island Administration	09/2003	
AGA 287 C	Visual Aids (Annex 14, Vol. I, Chap. 5 - Std. 5.3.5.1 & Doc. 8733 ANP FASID Table AOP1)	St. Kitts and Nevis, CHARLESTOWN, Vance W. Amory Int'l	No visual approach slope indicator system is provided on Runway 28	09/09/2003	Provide visual approach slope indicator system on Runway 28. Action Plan: Provide PAPI for Runway 28.	NASPA (Saint Kitts and Nevis)	09/2005	

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Identification		Deficiencies		Action Plan				
Requirements	States/facilities	Description	Date of presentation	Corrective Action	Executing Body	Date of correction	Difficulties Encountered	
AGA 288 C	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.4, 5.4.1.1)	St. Kitts and Nevis, CHARLESTOWN, Vance W. Amory Int'l	Airfield signs are not provided	09/09/2003	Provide airfield signs	NASPA (Saint Kitts and Nevis)	09/2005	
AGA Saint Lucia/Santa Lucía								
AGA 122 C	Fencing (Annex 14, Vol. I, Chap. 9, 9.10, 9.10.9)	Saint Lucia, VIEUX FORT, Hewanorra Intl	No perimeter road is provided	14/04/2004	Provide perimeter road. Status: Pending	SLASPA	12/2004	
AGA 113 C	Runway Geometry (Annex 14, Vol. I, Chap. 3.1 & 3.2, 3.2.1)	Saint Lucia, VIEUX FORT, Hewanorra Intl	Runway shoulders are not provided	14/04/2004	Provide runway shoulders. Status: Ongoing	SLASPA	TBD	
AGA 109 C	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.3.4, 5.3.4.1 (A))	Saint Lucia, CASTRIES, George F. L. Charles Intl	No approach lighting systems are provided at both runway ends	14/04/2004	Reduce the aerodrome category to reference Code 2 and/or provide simple approach lighting systems at both runway ends. Action Plan: AD Category reduced to Code 2	SLASPA	08/2003	Installation of simple approach lighting system is not physically practicable.
AGA 110 C	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.3.4, 5.3.4.1 (A))	Saint Lucia, CASTRIES, George F. L. Charles Intl	No visual approach slope indicator system is provided on Runway 27	14/04/2004	Provide visual approach slope indicator system on Runway 27	SLASPA	08/2003	File Difference. No PAPI is provided for Runway 27.
AGA Saint Vincent and the G./San Vicente y las Granadinas								
AGA 208 C	Obstacles (Annex 14, Vol. I, Chap. 4, 4.2 Rec. 4.2.12)	St. Vincent and the Grenadines, KINGSTOWN, E. T. Joshua	Obstacles infringing on the transitional obstacle limitation surface include aircraft parked on the apron, fencing, roads, utility poles, terrain, buildings and vegetation	5/02/2004	Reduce the aerodrome category to reference Code 2 and identify, remove and/or mark/light remaining obstacles. Action Plan: Apron to be relocated and significant obstructions removed or marked under the Airport Improvement Project.	Min. NS, PS & AD St. Vincent and the Grenadines	6/2006	
AGA 203 C	Runway Geometry (Annex 14, Vol. I, Chap. 3.1 & 3.2 - 3.1.12 & 13)	St. Vincent and the Grenadines, KINGSTOWN, E. T. Joshua	Runway longitudinal slope exceeds recommended limits	5/02/2004	Reduce the aerodrome category to reference Code 2. Action Plan: Difference will be filed with ICAO and published in AIP.	Min. NS, PS & AD St. Vincent and the Grenadines	6/2004	Runway longitudinal slopes cannot be adjusted due to physical constraints.
AGA 205 C	Runway Strip (Annex 14, Vol. I, Chap. 3.4 - 3.4.2)	St. Vincent and the Grenadines, KINGSTOWN, E. T. Joshua	Runway strip width is insufficient on both sides	5/02/2004	Reduce the aerodrome category to reference Code 2. Action Plan: Difference will be filed with ICAO and published in AIP.	Min. NS, PS & AD St. Vincent and the Grenadines	TBD	Runway strip width cannot be adjusted due to physical constraints.
AGA 210 C	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.2.10, 5.2.10.1 & 5.2.10.2)	St. Vincent and the Grenadines, KINGSTOWN, E. T. Joshua	Runway holding position marking is not provided on the west taxiway and no apron taxiway centreline, aircraft stand and safety line markings are provided	5/02/2004	Provide runway holding position marking on west taxiway and apron markings. Action Plan: Corrective action being undertaken under the Airport Improvement Project.	Min. NS, PS & AD St. Vincent and the Grenadines	6/2006	
AGA 212 C	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.4.1.1)	St. Vincent and the Grenadines, KINGSTOWN, E. T. Joshua	No airfield signs are provided	5/02/2004	Provide airfield signs Action Plan: Corrective action being undertaken under the Airport Improvement Project.	Min. NS, PS & AD St. Vincent and the Grenadines	6/2006	

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Identification		Deficiencies	Action Plan					
Requirements	States/facilities	Description	Date of presentation	Corrective Action	Executing Body	Date of correction	Difficulties Encountered	
AGA 211 C	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.3.4, 5.3.4.1, 10.4.20 & 10.4.21)	St. Vincent and the Grenadines, KINGSTOWN, E. T. Joshua	Runway 07 approach lighting system is out of service	5/02/2004	Reinstate Runway 07 simple approach lighting system. Action Plan: Corrective action being undertaken under the Airport Improvement Project.	Min. NS, PS & AD St. Vincent and the Grenadines	6/2006	

AGA Trinidad and Tobago/Trinidad y Tabago

AGA 31 C	Obstacles (Annex 14, Vol. I, Chap. 4, 4.2, 4.2.13 & 4.2.21)	Trinidad and Tobago, PORT OF SPAIN, Piarco	Facilities located north of the western runway end are obstacles infringing in the transitional surface	10/12/2003	Relocate facilities. Action Plan: Relocation of hangars planned.	AATT / BWIA (Trinidad and Tobago)	2015	
AGA 295 C	Pavement Surface Conditions (Annex 14, Vol. I, Chap. 10, 10.2, & 10.2.1)	Trinidad and Tobago, SCARBOROUGH, Crown Point Int'l	Apron pavement surface has some irregularities and FOD along the slab joints	10/12/2003	Repair apron pavements. Action Plan: Apron pavement upgrading project planned.	AATT (Trinidad and Tobago)	6/2005	
AGA 34 C	Radio Aids (ANP, Table AOP 1)	Trinidad and Tobago, SCARBOROUGH, Crown Point	No ILS and VOR	10/12/2003	Implement the facility. Action Plan: Replacement and relocation of NDB and new LLZ/DME planned.	TTCAA (Trinidad and Tobago)	12/2005	
AGA 20 C	Runway Strip (Annex 14, Vol. I, Chap. 3, 3.4, 3.4.3)	Trinidad and Tobago, PORT OF SPAIN, Piarco Intl	Taxiways B and aircraft maintenance apron infringe on the runway strip	10/12/2003	Relocate parallel taxiways to the required separation distance from the runway. Action Plan: Taxiway B realignment planned. Relocation of apron planned.	AATT & AATT/BWIA (Trinidad and Tobago)	2006&2015	
AGA 8 C	Taxiway Parallel to Runway (Annex 14, Vol. I, Chap. 3, Rec. 3.9.1 & 3.9.2 and ANP, Table AOP 1)	Trinidad and Tobago, PORT OF SPAIN, Piarco Intl	No full-length parallel taxiway	10/12/2003	Provide a full-length parallel taxiway. Action Plan: Extension of taxiway planned.	AATT/BWIA (Trinidad and Tobago)	2015	
AGA 293 C	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.3.5.1 & ANP FASID Table AOP1)	Trinidad and Tobago, SCARBOROUGH, Crown Point Int'l	Runway 29 is not provided with a visual approach slope indicator system	10/12/2003	Provide a visual approach slope indicator system on Runway 29. Action Plan: Installation of Runway 29 VASIS planned.	AATT (Trinidad and Tobago)	12/2005	
AGA 294 C	Visual Aids (Annex 14, Vol. I, Chap. 5 - 5.4.1.1)	Trinidad and Tobago, SCARBOROUGH, Crown Point Int'l	No airfield signs are provided	10/12/2003	Provide airfield signs. Action Plan: Installation of airfield signs planned.	AATT (Trinidad and Tobago)	12/2005	
AGA 58 C	Visual Aids (Annex 14, Vol. I, Chap. 5 and ANP, Table AOP 1)	Trinidad and Tobago, PORT OF SPAIN, Piarco Intl	No taxiway signs are provided on taxiways B and C	10/12/2003	Install taxiway signs. Action Plan: New signs to be installed	AATT (Trinidad & Tobago)	6/2004	

AGA United States/Estados Unidos

AGA 156 C 16/02/2005

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

Identification		Deficiencies		Action Plan				
Requirements	States/facilities	Description	Date of presentation	Corrective Action	Executing Body	Date of correction	Difficulties Encountered	
AGA 332 C	Aerodrome emergency planning (Annex 14, Vol.I, Chap.9.1 - Std.9.1.13)	United States, Puerto Rico, Luis Muñoz Marin International Airport	The full-scale aerodrome emergency exercise is required every two years	16/02/2005	Undertake a full-scale aerodrome emergency exercise	United States	TBD	Full-scale exercise successfully performed 10/2004. The United States filed difference to Annex 14 since FAA requires a full-scale exercise every 3 years, not every 2 years.
AGA 340 C	Apron management service (Annex 14, Chap.9.5, Rec.9.5.1 & Std.9.5.7.	United States, Puerto Rico, Luis Muñoz Marin International Airport	The apron management service was observed to be unsatisfactory	16/02/2005	Improve apron management service	United States	TBD	Each carrier has their own ground ops plan to deal with their aircraft/leased areas at United States airports.
AGA 335 C	Rescue and Fire Fighting (Annex 14, Vol. I, Chap.9.2, Rec.9.2.36	United States, Puerto Rico, Luis Muñoz Marin International Airport	A minimum of 6 RFFS personnel were reported to be available at any time. This is considered insufficient for Category 8.	16/02/2005	Consider increasing RFFS personnel number to at least 10 during Category 8 and 9 operations	United States	TBD	FAA does not mandate minimum staffing levels
AGA 334 C	Rescue and Fire Fighting (Annex 14, Vol. I, Chap.9.2, Std. 9.2.3 & 9.2.5 & 9.2.6 and Doc. 8733 ANP FASID Table AOP1)	United States, Puerto Rico, Luis Muñoz Marin International Airport	The level of protection to be provided for aircraft types currently operating should be a RFFS aerodrome Category 9	16/02/2005	Upgrade the level of protection provided to an RFFS aerodrome Category 9	United States	TBD	The United States filed difference to Annex 14; Part 139 index is based on length of air carrier expressed in groups and the average daily departure of these aircraft. The United States does not take into account fuselage width, cargo-only aircraft nor passenger levels.
AGA 322 C	Runway Strip (Annex 14, Vol.I, Chap.3, 3.4 & 3.4.3)	United States, Puerto Rico, Luis Muñoz Marin International Airport	Runway strip widths are insufficient and contain objects including vegetation and arresting gear	16/02/2005	Widen the runway strips and remove objects Action Plan: Corrections underway. Land areas beyond and to the sides of Rwy 8 are under development to provide RESA and runway strip. For Rwy 26 end, construction of the new full-parallel Twy S and land extension will provide a full width. The north side of Rwy 26 is bounded by a protected water/mangroves.	United States	TBD	
AGA 324 C	Taxiways (Annex 14, Vol.I, Chap. 3, 3.9 & 3.9.8)	United States, Puerto Rico, Luis Muñoz Marin International Airport	The distance between runway and parallel taxiway centrelines is insufficient	16/02/2005	Implement runway and taxiway operational procedures and restrictions to maintain compliance with SARPS	United States	TBD	The United States filed difference to Annex 14 thus, allowing closer runway to parallel taxiway separations.
AGA 158 C	Visual Aids (Annex 14, Vol. I, Chap. 5, 5.3.5.3 and ANP, Table AOP1)	United States, San Juan, Luis Muñoz Marin International	Non-standard VASI is provided	16/02/2005	Replace VASI with standard VASIS (i.e. PAPI). Action Plan: PAPI to be installed. Awaiting for administrative change. FAA ANI is awaiting for an NRA number for the project.	United States	TBD	

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

Identification		Deficiencies		Action Plan				
Requirements	States/facilities	Description	Date of presentation	Corrective Action	Executing Body	Date of correction	Difficulties Encountered	
AGA 327 C	Visual Aids (Annex 14, Vol. I, Chap.5.2 - Std. 5.2.8.1 & 5.2.8.3)	United States, Puerto Rico, Luis Muñoz Marín International Airport	Taxiway centre line marking to guide aircraft turning around is not provided on the runway end turn pad at the east end of Runway 08/26	16/02/2005	Provide turn-around guidance taxiway centre line marking at the runway end. Action Plan: Construction for a full parallel TWY S will eliminate the need for the turnaround pad. Construction has started with a completion date of 2006.	United States	2006	
AGA 326 C	Visual Aids (Annex 14, Vol. I, Chap.5.2, Std.5.2.2.4)	United States, Puerto Rico, Luis Muñoz Marín International Airport	Runway 08 designation marking is not complaint with the two-digit number standard	16/02/2005	Correct the Runway 08 designation marking	United States	TBD	The United States filed difference to Annex 14 thus, allowing the single digit runway designator.
AGA 328 C	Visual Aids (Annex 14, Vol.I, Chap. 5.3.4, 5.3.4.2 & 5.3.4.3 and Doc. 8733 ANP FASID Table AOP1)	United States, Puerto Rico, Luis Muñoz Marín International Airport	The visual approach slope indicator systems provided for all runways are not compliant with standards	16/02/2005	Replace the visual approach slope indicator systems with systems which are compliant with standards Action Plan: PAPI to be installed. Awaiting for administrative change. FAA ANI is awaiting for an NRA number for the project.	United States	TBD	
AGA 329 C	Visual Aids (Annex 14, Vol.I, Chap. 7.2, Std.7.2.1)	United States, Puerto Rico, Luis Muñoz Marín International Airport	Taxi side stripe markings are not provided on the runway end turn pad at the east end of Runway 08/26	16/02/2005	Provide taxi side strip markings Action Plan: Construction for a full parallel TWY S will eliminate the need for the turnaround pad. Construction has started with a completion date of 2006.	United States	2006	

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

Identification		Deficiencies		Action Plan			
Requirements	States/facilities	Description	Date of presentation	Corrective Action	Executing Body	Date of correction	Difficulties Encountered
CNS Belize/Belice							
CNS 9 C	ATS Speech Circuits Plan (Table CNS 1C) - Belize APP-Puerto Barrios TWR	Belize-Guatemala/COCESNA	The required circuit is not implemented.	21/09/06	Study and implement a possible via. Action Plan: The category of the Puerto Barrios airport was changed to domestic; therefore, this circuit is no longer an international requirement.	Belize, Guatemala and COCESNA	TBD
CNS COCESNA							
CNS 16 C	ATS Speech Circuits Plan (Table CNS 1C) - La Aurora APP - Puerto Barrios TWR	COCESNA-Guatemala	The required circuit is not implemented. An IDD is being used.	21/09/06	Find a mean to implement the circuit or a proposal to amend the FASID. Action Plan: The category of the Puerto Barrios airport was changed to domestic; therefore, this circuit is no longer an international requirement.	COCESNA-Guatemala	TBD
CNS 39 C	Radio Navigation Aids (Table CNS 3) DVOR/DME Puerto San José, Guatemala	COCESNA-Guatemala	The equipment is obsolete	21/09/06	Replacement of a new DVOR/DME Station. This has been included in a COCESNA and State Members project. Action Plan: The replacement of this radio aid has been included in a COCESNA Project.	COCESNA-Guatemala	TBD
CNS 42 C	Radio Navigation Aids (Table CNS 3) DVOR/DME Toncontin Airport, Tegucigalpa, Honduras	COCESNA-Honduras	The replacement of the equipment is required	21/09/06	Replacement of a new DVOR/DME station and location. Action Plan: The replacement of this radio aid has been included in a COCESNA Project and it will be installed in the fourth trimester of 2006.	COCESNA-Honduras	2006
CNS 38 C	Radio Navigation Aids (Table CNS 3) ILS Intl. Airport, San Salvador, El Salvador, Runway 07	COCESNA-EI Salvador	The equipment is obsolete	21/09/06	COCESNA informed that public works have initiated to install new equipment in runway 25 and will be terminated on mid-2006. Action Plan: The ILS is in place. Installation details are yet to be defined.	COCESNA-EI Salvador	2007
CNS 40 C	Radio Navigation Aids (Table CNS 3) ILS/DME Intl. Airport La Aurora, Guatemala.	COCESNA-Guatemala	The replacement of the equipment is required	21/09/06	COCESNA informed that the ILS/DME installation is pending. The on-the-site study performed determined that the implementation is not feasible. Action Plan: Within the radio aids replacement project carried out by COCESNA, the corresponding study was carried out and it was concluded that the implementation of this radio aid is not feasible.	COCESNA-Guatemala	TBD
CNS 46 C	Radio Navigation Aids (Table CNS 3) ILS/DME Philip S.W. Goldson Airport, Belize, Belize	COCESNA-Belize	The replacement of the equipment is required	21/09/06	A new equipment ILS/DME is required. Action Plan: The replacement of this radio aid has been included in a COCESNA Project and it will be installed in 2007.	COCESNA-Belize	2006

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

Identification		Deficiencies		Action Plan				
Requirements	States/facilities	Description	Date of presentation	Corrective Action	Executing Body	Date of correction	Difficulties Encountered	
CNS 47 C	Surveillance Systems (Table CNS 4A)	COCESNA	No complete coverage of a secondary radar exists in the Northeast Centralamerican FIR.	21/09/06	To implement a secondary radar in the Swan Island or Grand Cayman. Action Plan: COCESNA plans to implement a secondary radar in Cayman Islands.	COCESNA	2008	
CNS 48 C	Surveillance Systems (Table CNS 4A)	COCESNA	No existence of a surveillance in the remotes zones of the Pacific FIR CENAMER remotes zones.	21/09/06	Bearing in mind the improvements made by COCESNA in the ACC CENAMER, COCESNA is evaluating the feasibility of implementing ADS based on satellite communications.	COCESNA	2006	No changes have been made.
CNS Guatemala								
CNS 18 C	ATS Speech Circuits Plan (Table CNS 1C) - La Mesa APP - Puerto Barrios TWR	Guatemala- Honduras- COCESNA	The required circuit is not implemented. An IDD is being used.	21/09/06	COCESNA informed that the airport changed to national category. Action Plan: The category of the Puerto Barrios airport was changed to domestic; therefore, this circuit is no longer an international requirement.	Guatemala, Honduras and COCESNA	TBD	
CNS Mexico								
CNS 56 C	ATS speech circuits plan (Table CNS 1C) Belize APP - Merida ACC	Belize and Mexico	The circuit is out of service since 1 June 2003.	10/10/2006	To implement a direct circuit to establish communications in 15 seconds. Action Plan: ICAO will convene a Meeting with the participation of Belize, Mexico and COCESNA to analyse this situation.	Mexico and Belize	TBD	The MID/ACC reports indicate that the traffic registered is very scarce between MID/ACC and BZE/APP and the coordination is made through CENAMER/ACC-MID/ACC as established in the corresponding Letter of Agreement between both Units.
CNS Netherlands Antilles/Antillas Neerlandesas								
CNS 27 C	Radio Navigation Aids (Table CNS 3) - ILS Cat. I	Netherlands Antilles/Philipsburg/Princess Juliana, St. Maarten I.	This ILS is not implemented.	05/2006	Netherlands Antilles plans to implement the ILS or GNSS Cat I system should be updated. Action Plan: GNSS procedures will be applied.	Netherlands Antilles	TBD	The ILS required for the St. Maarten airport could not be installed due to construction obstacles.
CNS 28 C	Radio Navigation Aids (Table CNS 3) - VOR/DME	Netherlands Antilles/Willemstad/Hato, Curacao	The VOR and the DME are implemented, but the VOR is disabled due to close construction.	05/2006	There are plans in the Netherlands Antilles to replace this facility by a new VOR/DME. Action Plan: A new VOR/DME will be installed in the Hato International Airport, Curacao in 2007.	Netherlands Antilles	2007	
CNS 23 C	Radio Navigation Aids (Table CNS 3) - VOR/DME ABA	Netherlands Antilles	DME in bad conditions, and the VOR and DME need to be replaced. VOR/DME ABA is installed in Aruba/Reina Beatrix Intl., but is the responsibility of Netherlands Antilles.	05/2006	VOR DME equipment need to be replaced. Action Plan: The Administration has no plans to replace the VOR/DME ABA installed in Aruba.	Netherlands Antilles	TBD	

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Identification		Deficiencies	Action Plan				
Requirements	States/facilities	Description	Date of presentation	Corrective Action	Executing Body	Date of correction	Difficulties Encountered

CNS Trinidad and Tobago/Trinidad y Tabago
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CNS	2 C	AFTN Plan (Table CNS 1A) AFTN Circuits Georgetown's)-Port of Spain (M)	Guyana-Trinidad & Tobago/AFTN COM Centres	The circuit was upgraded to 300 baud as interim measure, but the availability is low.	November 2006	To implement a circuit by 2400 bps, IA-5 code and X.25 protocol. Guyana is planning to implement this circuit through REDDIG. The AFTN traffic of Guyana was temporarily rerouted through Caracas, Venezuela.	Guyana and Trinidad and Tobago	31/12/04
CNS	4 C	ATS Speech Circuits Plan (Table CNS 1C) - Piarco ACC/Georgetown ACC (CM5 Circuit)	Trinidad and Tobago-Guyana	The circuit is reliable only at 90%.	November 2006	There are plans to implement this circuit through REDDIG.	CAAs Trinidad & Tobago and Guyana	31/12/04
CNS	52 C	ATS Speech Circuits Plan (Table CNS 1C) Piarco ACC/Paramaibo ACC	Trinidad and Tobago-Suriname	A IDD is used; but according to the FASID a direct circuit (D) is required	November 2006	There are plans to implement this circuit through REDDIG.	Trinidad and Tobago-Suriname	31Dec.04

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

Identification		Deficiencies		Action Plan				
Requirements	States/facilities	Description	Date of presentation	Corrective Action	Executing Body	Date of correction	Difficulties Encountered	
MET Barbados								
MET 10 C	Adequate number of MET trained staff.	Barbados	There are requirements of specialized meteorology personnel in the aeronautical meteorology field and of an increase of the number of aeronautical meteorologists.	26/06/06	1. There is still a need for met information technology specialist. STATUS - Outstanding 2. A new Doppler radar will be installed in 2007, personnel will be trained to analyze imagery. - STATUS - To be completed in 2007. 3. There was never any need to increase aeronautical meteorologist. The Caribbean Meteorological Institute is located in Barbados and our MET Services has an adequate number of trained Meteorologist. - STATUS - Corrected	Barbados	12/2007	There is still a need for MET information Technology specialist
MET Cuba								
MET 32 C	CAR/SAM ANP MET Requirements, Table AOP 1.	Cuba	MUCO RVR has not been implemented.	21/06/06	Request ICAO a proposal for amendment of the CAR/SAM ANP FASID Table AOP1 Completion date: Boyeros - December 2006 Varadero - December 2007 Camagüey - the requirement will be deleted when requesting the elimination of the main runway Cat I	ECASA	2006/2007	
MET Dominican Republic/República Dominicana								
MET 14 C	Adequate number of MET trained staff.	Dominican Republic	There are requirements of specialized meteorology personnel in the aeronautical meteorology field and of an increase of the number of aeronautical meteorologists.	09/02/04	To establish training courses at national level for basic and regular levels, and to use the regional projects of Technical Cooperation for high level. Action Plan: There are requirements of specialized meteorological personnel in the Meteorological Aeronautical field and an important amount of aeronautical meteorologists.	States	2008	Few regional contacts for a training plan and lack of financing.
MET 33 C	CAR/SAM ANP MET Requirements, Table AOP 1.	Dominican Republic	RVR have not been implemented.	09/02/04	Establishment of RVR systems. Action Plan: The RVR hav not been implemented yet.	State	2008	Lack of financing and very expensive equipment.
MET 66 C	CAR/SAM ANP Requirements, Part VI, para. 8.	Dominican Republic	There are deficiencies in the OPMET exchange.	09/02/04	To foster the control of MET information exchange of the Region and at national level.	States	2006	Lack of information and few available personnel to carry out the control. There are deficiencies in the OPMET exchange
MET 49 C	CAR/SAM ANP, Part VI, Meteorology, para. 3.	Dominican Republic	Do not transmit regularly the special AIREPs in accordance with requirements.	09/02/04	To coordinate with the ATC the technical agreements to obtain the information from the aricrafts. Action Plan: The special AIREPs are not being transmitted in regular form, according to the requirements.	States	2006	Problems to establish the letters of agreement and few personnel.

ACTION PLAN FOR RESOLVING REGIONAL AIR NAVIGATION DEFICIENCIES

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

Identification		Deficiencies		Action Plan				
Requirements	States/facilities	Description	Date of presentation	Corrective Action	Executing Body	Date of correction	Difficulties Encountered	
MET Mexico								
MET 40 C	CAR/SAM ANP MET Requirements, Table AOP 1.	Mexico	RVR have not been implemented.	10/02/04	Toluca Airport (MMTO) has three RVR sensors, and it is expected to be operating at the end of 2005. Expected dates of RVR installation at MMMX, MMGL and MMMY airports: 6/2007	State	6/07	Budgetary reasons had delayed the acquisition of these equipments.
MET 74 C	CAR/SAM ANP Requirements, Part VI, para. 8.	Mexico	There are deficiencies in the OPMET exchange.	10/02/04	It is expected that at the end of 2005 the implementation of the template be continued in order to avoid mistakes in the MET report transmission.	States	4/2006	Budgetary reasons had delayed the implementation of this programme-template.
MET Netherlands Antilles/Antillas Neerlandesas								
MET 22 C	Adequate number of MET trained staff.	Netherlands Antilles	There are requirements of specialized meteorology personnel in the aeronautical meteorology field and of an increase of the number of aeronautical meteorologists.	25/03/03	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology.	States	TBD	
MET Nicaragua								
MET 23 C	Adequate number of MET trained staff.	Nicaragua	There are requirements of specialized meteorology personnel in the aeronautical meteorology field and of an increase of the number of aeronautical meteorologists.	16/01/04	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology. Action plan: There are ten aeronautical meteorologists duly trained by the OMM. This amount is due to the actual level of automation	States	TBD	
MET 41 C	CAR/SAM ANP MET Requirements, Table AOP 1.	Nicaragua	RVR have not been implemented.	16/01/04	To ensure the implementation of required RVR.	State	TBD	This implementation is still under study
MET 76 C	CAR/SAM ANP Requirements, Part VI, para. 8.	Nicaragua	There are deficiencies in the OPMET exchange.	16/01/04	Ensure that OPMET exchange is made in accordance with requirements of Tables MET 2 and MET 2A. Action plan: The operating data exchange is given in a quick and dynamic way due to the new system of fiber optic that was installed in the last semester 2003.	States	TBD	
MET Saint Vincent and the G./San Vicente y las Granadinas								
MET 79 C	Adequate number of MET trained staff.	Saint Vincent	There are requirements of specialized meteorology personnel in the aeronautical meteorology field and of an increase of the number of aeronautical meteorologists.	05/02/04	Upgrade training to senior and junior members of staff and increase the number of personnel.	State	Corrected	

ACTION PLAN FOR RESOLVING REGIONAL AIR NAVIGATION DEFICIENCIES

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

Identification		Deficiencies	Action Plan				
Requirements	States/facilities	Description	Date of presentation	Corrective Action	Executing Body	Date of correction	Difficulties Encountered

MET Trinidad and Tobago/Trinidad y Tabago
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MET	43 C	CAR/SAM ANP MET Requirements, Table AOP 1.	Trinidad and Tobago	RVR have not been implemented.	10/12/03	As stated in an earlier document, the Trinidad and Tobago Meteorological Service will not be installing Runway Visual Range equipment in Trinidad and Tobago, due to the low frequency of limiting visibility. The Civil Aviation Authority is advised that the "Supplement in respect of the provisions of Trinidad and Tobago be amended"	State	06/04
MET	78 C	CAR/SAM ANP Requirements, Part VI, para. 8.	Trinidad and Tobago	There are deficiencies in the OPMET exchange.	10/12/03	The Trinidad and Tobago Meteorological Service transmits, via the AFTN, all observations and SIGMETs. TAFs are transmitted via the International Satellite Communications System (ISCS). However, there have been many occasions when observations reaches the addressees in the Eastern Caribbean only, because there is a problem in Atlanta of which we are not made aware. If all our transmissions are sent via the ISCS, CAA will not receive any transmissions from us because your are not on the ISCS.	State	TBD
MET	57 C	CAR/SAM ANP, Part VI, Meteorology, para. 3.	Trinidad and Tobago	Do not transmit regularly the special AIREPs in accordance with requirements.	10/12/03	Disseminate air notifications to required locations in accordance with the Table MET 2A requirements. Action plan: The Meteorological Service has not received an AIREP message during the past four (4) years at least from Civil Aviation. Therefore we are unable to transmit these messages.	State	03/04

ACTION PLAN FOR RESOLVING REGIONAL AIR NAVIGATION DEFICIENCIES

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

Identification		Deficiencies		Action Plan				
Requirements	States/facilities	Description	Date of presentation	Corrective Action	Executing Body	Date of correction	Difficulties Encountered	
AIS Barbados								
AIS 221 C	Annex 4 Chap. 5; Doc 8733 Basic ANP, Part VIII, Paras. 59 b) and 64 2); FASID Table AIS 6	Barbados	Non production of Aerodrome obstacle chart-ICAO Type C or the concerned data in the AIP.	09/12/03	Need for production of aeronautical charts of this series. Action Plan: The information required will be placed in the Barbados AIP.	State	TBD	
AIS Cayman Islands/Islas Caimanes								
AIS 222 C	Annex 4 Chap. 5; Doc 8733 Basic ANP, Part VIII, Paras. 59 b) and 64 2); FASID Table AIS 6	Cayman Islands	Non production of Aerodrome obstacle chart-ICAO Type C or the concerned data in the AIP.	25/03/03	Need for production of aeronautical charts of this series. Action Plan: Schedule to be completed Dec. 2003	State	12/03	
AIS 84 C	Doc. 8733 Basic ANP, Part VIII, Paras. 61 to 64, FASID Table AIS 7	Cayman Islands	Lack of production of the World Aeronautical Chart ICAO 1:1000 000	25/03/03	Need for production of ICAO Aeronautical World Chart 1:1000,000 Action plan: schedule to be completed Dec. 2003	State	TBD	
AIS Dominican Republic/República Dominicana								
AIS 249 C	Annex 4 Chap. 13; Doc 8733 Basic ANP, Part VIII, Paras. 59 h) and 64 6); FASID Table AIS 6	Dominican Republic	Partial application of ICAO requirements for the production of Aerodrome/Heliport chart-ICAO	09/02/04	Need for effective production of this series of aeronautical charts. Action Plan: on-going. Aeronautical and topographic charts are nowadays being modified and updated.	State	11/04	Administrative coordination.
AIS 226 C	Annex 4 Chap. 5; Doc 8733 Basic ANP, Part VIII, Paras. 59 b) and 64 2); FASID Table AIS 6	Dominican Republic	Non production of Aerodrome obstacle chart-ICAO Type C or the concerned data in the AIP.	09/02/04	Need for production of aeronautical charts of this series. Action Plan: on-going. Aeronautical and topographic charts are nowadays being modified and updated.	State	11/04	Administrative coordination.
AIS 53 C	Annex 4, Para. 2.18; Doc. 8733 Basic ANP, Part VIII, Paras. 51 b) and 56	Dominican Republic	Production of aeronautical charts according to requirements of the WGS-84 System	09/02/04	Need for production of aeronautical charts according to requirements. Action Plan: on-going. Aeronautical and topographic charts are nowadays being modified and updated.	State	11/04	Administrative coordination.
AIS 188 C	Annex 4Chap. 11; Doc. 8733 Basic ANP, Part VIII, Paras. 59 i) and 64 5); FASID Table AIS 6	Dominican Republic	Partial application of ICAO requirements for the production of Instrument approach charts.	09/02/04	Need for production of aeronautical charts of this series according to the ICAO specifications. Action Plan: on-going. Aeronautical and topographic charts are nowadays being modified and updated.	State	11/04	Administrative coordination with external organization.
AIS 272 C	Doc. 8733 Basic ANP, Part VIII, Paras. 61 to 64, FASID Table AIS 7	Dominican Republic	Lack of production of the World Aeronautical Chart ICAO 1:1000 000	09/02/04	Need of production of the World Aeronautical Chart ICAO 1:1000 000. Action Plan: on-going. Aeronautical and topographic charts are nowadays being modified and updated.	State	11/04	Administrative coordination with external organization.

ACTION PLAN FOR RESOLVING REGIONAL AIR NAVIGATION DEFICIENCIES

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

Identification		Deficiencies		Action Plan				
Requirements	States/facilities	Description	Date of presentation	Corrective Action	Executing Body	Date of correction	Difficulties Encountered	
AIS Nicaragua								
AIS 16 C	Annex 15, Chapter 4, Para. 4.2.9; Doc. 8733, Basic ANP, Part VIII, Paras 33 to 37	Nicaragua	Lack of regular and effective updating of the AIP Document	16/01/04	Need to keep updated the information/data contained in the AIP. Action Plan: The distribution of amendments and rest of the integrated documentation allows to update all the AIP information.	State	02/04	
AIS 135 C	Annex 15. Chap. 8, Para. 8.1.3; Doc 8733 Basic ANP, Part VIII, Para. 26	Nicaragua	Pre-flight information (provision of pre-flight bulletins in all the designated aerodromes).	16/01/04	Need for effective implementation in the provision of pre-flight bulletins in all the designated aerodromes Action Plan: Development of Bulletins is being produced, with AD AIS computer science resources availability.	State	06/04	Acquisition of equipment (hardware and software). The unit is too small.
AIS 153 C	Annex 4 Chap. 16 Append. 5. FASID Table AIS 7.	Nicaragua	Production of the world aeronautical charts- ICAO not according to the sheet layout index established for this series of chart.	16/01/04	Need for production of aeronautical charts according to the established requirements. Action Plan: The production of world aeronautical charts has not been done in Nicaragua.	State	TBD	
AIS 235 C	Annex 4 Chap. 5; Doc 8733 Basic ANP, Part VIII, Paras. 59 b) and 64 2); FASID Table AIS 6	Nicaragua	Non production of Aerodrome obstacle chart-ICAO Type C or the concerned data in the AIP.	16/01/04	Need for production of aeronautical charts of this series. Action Plan: The database is being created and it will be developed at a later date.	State	12/04	Topographic survey.
AIS 178 C	Annex 4Chap. 17.	Nicaragua	Production of the VFR chart, scale 1:500,000-with non ICAO specifications.	16/01/04	Need for production of aeronautical charts according to the ICAO specifications. Action Plan: This kind of charts will be produced in accordance with ICAO specifications.	State	12/04	Obtaining PLTS software to develop national charts.
AIS Trinidad and Tobago/Trinidad y Tabago								
AIS 291 C	Annex 15 Chap. 8; Doc. 8733 Basic ANP, Part VIII, Para. 25; FASID Tables AIS 1 and 2	Trinidad and Tobago	Pre-flight information (implementation of required AIS aerodrome units).	10/12/03	Need for effective implementation of required AIS aerodrome units. Action Plan: Procurement of equipment ongoing.	State	12/04	
AIS 297 C	Annex 15. Chap. 8, Para. 8.1.3; Doc 8733 Basic ANP, Part VIII, Para. 26	Trinidad and Tobago	Pre-flight information (provision of pre-flight bulletins in all the designated aerodromes).	10/12/03	Need for effective implementation in the provision of pre-flight bulletins in all the designated aerodromes. Action plan: Procurement of equipment ongoing.	State	12/04	
AIS 239 C	Annex 4 Chap. 5; Doc 8733 Basic ANP, Part VIII, Paras. 59 b) and 64 2); FASID Table AIS 6	Trinidad and Tobago	Non production of Aerodrome obstacle chart-ICAO Type C or the concerned data in the AIP.	10/12/03	Need for production of aeronautical charts of this series. Action plan: Requirement will be confirmed and considered.	State	12/04	

ACTION PLAN FOR RESOLVING REGIONAL AIR NAVIGATION DEFICIENCIES

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

Identification		Deficiencies	Action Plan				
Requirements	States/facilities	Description	Date of presentation	Corrective Action	Executing Body	Date of correction	Difficulties Encountered
AIS 200 C Annex 4Chap. 11; Doc. 8733 Basic ANP, Part VIII, Paras. 59 i) and 64 5); FASID Table AIS 6	Trinidad and Tobago	Partial application of ICAO requirements for the production of Instrument approach charts.	10/12/03	Need for production of aeronautical charts of this series according to the ICAO specifications. Action plan: Updating of charts planned.	State	12/04	
AIS 182 C Annex 4Chap. 17.	Trinidad and Tobago	Production of the VFR chart, scale 1:500,000-with non ICAO specifications.	10/12/03	Need for production of aeronautical charts according to the ICAO specifications. Action plan: Requirement will be confirmed and if required by standard will be implemented.	State	12/04	