



San José, Costa Rica, 23 to 27 June, 2008

Agenda Item 3: Review of AGA deficiencies

**UPDATING OF DEFICIENCIES TO THE AIR NAVIGATION PLAN OF THE REPUBLIC OF CUBA
(Presented by Cuba)**

SUMMARY

In June of 2001 during an inspection visit performed by ICAO to the Institute of Civil Aeronautics of Cuba, deficiencies in some aerodromes in Cuba were identified; these deficiencies were corrected through an Action Plan created for this purpose, in order to eliminate these deficiencies at the same time that they were updated not only in the data-base but also by Working Papers presented during GREPECAS Meetings summoned by ICAO

References:

- Table of deficiencies to the Air Navigation Plan of the Republic of Cuba.
- Aeronautical Regulation of Cuba 14 (RAC 14, Part I Airdromes).

1. Introduction

1.1 After the deficiencies identified in some of our aerodromes in June 2001, a Plan of measures was elaborated in order to eliminate these deficiencies; some of these would be eliminated depending on the level of priorities formulated by ICAO. Three measures are outstanding for solution by the specialty of Aerodromes from a total of twenty-five measures.

1.2 It is only fair to state that, in spite of the fact that these deficiencies have been updated through the data base, the updating of these have more frequently been performed through the GREPECAS Sub-Groups Meetings and Directors Meetings, amongst these meetings we can quote the following:

- Second Meeting of the GREPECAS Aerodromes and Ground Aids / Aerodromes Operational Planning Subgroups (AGA/AOP/SG/02). Lima, Peru 26 to 29 de August 2002.
- Thirteenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/13). Santiago, Chile 14 to 18 de November 2005.
- Sixth Central Caribbean Working Group Meeting (C/CAR WG/6). Havana, Cuba 20 to 24 February 2006.
- Eight Meeting of the Directors of Civil Aviation of the Central Caribbean (C/CAR DSA/8). Curaçao, Netherland Antilles, 15 to 18 de May 2006.

- Fifth Meeting of the GREPECAS Aerodromes and Ground Aids/Aerodromes Operational Planning Subgroups (AGA/AOP/SG/05. Montevideo, Uruguay 20 to 24 February 2006.
- Fourteenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/14). San Jose, Costa Rica, 16 to 20 April 2007.

1.3 The situation of each deficiency to the Air Navigation Plan has been informed in the aforementioned meetings by the Cuban State both, through Information Papers or by Working Papers and, up to this moment, no proper measures have been adopted to update this Plan.

2. Analysis.

2.1 Amongst the deficiencies still outstanding for solution and on which works are being executed are:

1. AGA 132C. Runway strips (Annex 14, Vol I Chapter 3.4 -3.4.3). “José Martí” International Airport, Havana

Deficiency: Insufficient width of runway strip in the South-East zone of runway near Terminal one and threshold 24.

Corrective Action: Aeronautical study in order to recuperate the necessary area to comply with the 150 meters of runway strip in the southeast zone.

Action Plan: An Aeronautical study was performed, proving the existence of facilities that should be eliminated in order to recover the runway stripe. We are foreseeing the enlargement of the airport's southeast zone for the possible construction of a second runway and the land is being recovered for that purpose

Responsible body: ECASA (Cuban Enterprise for Airports & Aeronautical Services)

Correction date: We are foreseeing this date as March 2010.

2. AGA 140 C. Visual Aids (Annex 14, Vol I, Chap. 5-5.3.4.1 and ANP, Table AOP1). Cuba, Holguín , “Frank País” International Airport.

Deficiency: There is no Category I Precision Approach lighting system on runway 05.

Action Plan: This deficiency is in a process of project and contracting.

Responsible body: ECASA (Cuban Enterprise for Airports & Aeronautical Services)

Correction date: We are foreseeing this date as June 2009

3. AGA 143C. Visual Aids (Annex14, Vol 1. Chap. 5.3.4.1(A) and ANP, Table AOP1). Cuba. Camaguey, “Ignacio Agramonte” International Airport

Deficiency: There is no simple approach system on runway 25.

Action Plan: This installation is foreseen in June 2010.

Responsible body: ECASA (Cuban Enterprise for Airports & Aeronautical Services).

3. Conclusions.

Participants in this Meeting are requested to take note of the deficiencies already solved, in order to eliminate these in full from the Table of deficiencies to the Air Navigation Plan of the Republic of Cuba.

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APPENDIX A

ACTION PLAN TO SOLVE EACH OF THE REGIONAL DEFICIENCIES
IN AIR NAVIGATION.

CUBA

ID	Deficiency	Corrective Action	Correction date	Responsible body	Difficulties encountered
AGA 132 C Runway strips (Annex 14, Vol. I Chap. 3.3- 3.3.3 & 6) Cuba, Havana “José Martí” International Airport	Insufficient width of runway strip in the southeast area of the runway close to Terminal 1 and Runway 24 threshold	Aeronautical study in order to rescue the necessary area to comply with the 150 meters of runway strip in the southeast zone.	March/2010	ECASA	Economic Impact to the Country’s Entities. An Aeronautical study was conducted and works are being performed to recuperate the land for the completion of the runway strip.
AGA-133C Pavement surface conditions (Annex 14 Vol. I. Chap. 10- 2, 10.2.1,10.2.2 and 10.2.7) “José Martí” International Airport. Havana	Runway, taxiway and apron surfaces of Terminal 1 are failing and causing irregularities and FOD in large areas	Works were performed to restore pavement of runway, taxiway and apron of Terminal 1	June/2006	ECASA	Accomplished

ID	Deficiency	Corrective Action	Correction date	Responsible body	Difficulties encountered
AGA 139 C Runway-end Safety Areas, (Annex 14, Vol. I, Chap. 3.5.1) Cuba, Santiago de Cuba. “Antonio Maceo” International Airport	There are no runway-end safety areas	On AIP of April 2007, Runway-End Safety Areas were stated, as well as the new distances declared	April/2007	ECASA IACC	Accomplished
AGA 140 C Visual Aids (Annex 14, Vol. I, Chap.5-5.3.4.1 and ANP, Table AOP 1) Cuba, Holguín “Frank País” International Airport	There are no Category 1 precision-approach lighting system on Runway 05	Project study and contracting are in process	June/2009	ECASA	In Process

ID	Deficiency	Corrective Action	Correction date	Responsible body	Difficulties encountered
AGA 143C Visual Aids (Annex 14, Vol I. Chap. 5.3.4.1(A) and ANP, Table AOP1) Cuba, Camaguey. "Ignacio Agramonte" International Airport	There is no simple approach lighting system on Runway 25	Project study and contracting are in process	June/2010	ECASA	In Process
AGA 138C Rescue and Fire Fighting Service, planning of emergency situations in airports (Annex 14, Vol.1, Chap.9.1 and 9.2-9.2.22 to 26) Cuba, Varadero "Juan Gualberto Gómez" International Airport	There is no direct access between the Rescue & Fire Fighting facilities and the Runway.	A direct access between the Rescue & Fire Fighting facilities and the Runway was executed, in compliance with the time schedule recommended in Annex 14.	January/2005	ECASA	Accomplished