

**INTERNATIONAL CIVIL AVIATION ORGANIZATION**  
**FOURTH MEETING OF DIRECTORS OF CIVIL AVIATION OF THE**  
**CENTRAL CARIBBEAN**

(Grand Cayman, Cayman Islands, 17-20 May 2000)

**Agenda Item 1:                   Review of Conclusions and Decisions of previous C/CAR DCAs**  
**Meetings**

(Presented by the Cuba)

**SUMMARY**

This Working Paper presents information on the progress achieved for the future implementation of new ATS routes in the CAR Region.

Reference:                   Report of the Third Meeting of Directors of Civil Aviation of the Central Caribbean  
(Varadero, Cuba, 20-23 April 1999)

**1.                   Introduction**

1.1                   Taking into consideration the request made by some airspace users, of reducing the flight time without affecting the air navigation safety, by the end of 1998 consultations between States involved were initiated in order to implement new route segments among which were Santiago de Cuba – Port au Prince and Miami – Port au Prince.

1.2                   The Third Meeting of Directors of Civil Aviation of the Central Caribbean under Agenda Item 3 (ATS Developments and shortcomings and deficiencies in the air navigation field), took note of the different proposals to implement new ATS route segments and formulated Conclusion 3/5 – Implementation of new ATS route segments.

2. **Discussion**

2.1 Conclusion 3/5 reads:

**Conclusion 3/5: Implementation of new ATS route segments**

That, the States involved in the implementation of the ATS route segments Miami - Port-au-Prince, Santiago de Cuba - Port-au-Prince and Puerto Plata VOR - Cap Haitien VOR - Santiago de Cuba VOR continue their efforts for the future establishment of these route segments and inform the progress of its work in the next meeting of Directors of Civil Aviation of the Central Caribbean.

2.2 With regard to the abovementioned Conclusion, the Cuban Aeronautical Authority has carried out some actions for the future implementation of those route segments and is ready to initiate an implementation programme within a short time.

2.3 The Haitian Civil Aviation Administration has expressed its point of view indicating that in principle it has no objection to the corresponding implementation.

2.4 The United States Federal Aviation Administration before the Cuban proposal of establishing a route segment Miami – Port-au-Prince, has been considering some options that allow the selection of the most adequate action to achieve this objective.

2.5 The bilateral meeting between the Cuban and the United States Aviation Authorities, to be held the last week of July 2000, should be the frame for the continuation of this work and the acceleration of the appropriate coordination between all States concerned.

3. **Action Suggested**

3.1 The Meeting is invited to take note of the information presented in this Working Paper and to agree on the following Draft Conclusion:

**Draft Conclusion 4/X Implementation of new ATS route segments**

That all States involved in the implementation of the ATS route segments Miami – Port-au-Prince, Puerto Plata – Cap. Haitien – Santiago de Cuba and Santiago – Port-au-Prince, continue their efforts towards the implementation of those route segments and inform on their progress to the next meeting of Directors of Civil Aviation of the Central Caribbean.