



Agenda Item 4: ATM Developments

REALIGNMENT OF A315 IN HAITI, DOMINICAN REPUBLIC AND CURACAO AIRSPACES

(Presented by Haiti)

SUMMARY
This working paper examines the need to modify the path of A315 in order to make it more compatible to the concept of direct flight so demanded by users and also to reduce flight time on this route
References:
<ul style="list-style-type: none">• Controller chart FAA SAN JUAN AREA #44

1. Introduction

1.1 The Decision 1.11 of the C/CAR WG/1 Meeting held in Mexico in February 2001 has established a mechanism to review the C/CAR ATS Route network and recommend any changes that may be required. The ATS Routes task Force will have to coordinate such changes.

1.2 On that matter it was deemed necessary to work on the possible realignment of A315 which would affect the three following FIRs Haiti Dominican Republic, Curaçao.

1.3 It is therefore important to reach an agreement between these three states before submitting this change to the ATS Route Task Force.

2. Analysis

2-1 The airway A315 is one of the most busiest ones in the Central Caribbean and many users are operating daily flights on it. Therefore it has a vital importance for this subregion and any improvement performed on this route will have a positive impact on air traffic in the region.

2.2 A high percentage of traffic flying this route frequently asked for direct trajectories. It is recognized there is a possibility to readjust the path of this route in order to address this need expressed very frequently by the users.

2.3 The Airway A315 is a conventional route and needs to be covered by adequate NAVAID signals on the entire itinerary. Between OBN and PJG, it has been determined there is a significant VOR coverage provided by OBN VOR in Haiti airspace and PJG VOR located in Curaçao airspace. The distance between those two points is 405 Nm.

2.4 As a result of this analysis, the realignment of this airway A315 can be considered as a way to avoid this unnecessary bifurcation towards CRO and therefore to save a distance of 20 NM between OBN AND PJG, which justifies the numerous requests to proceed direct made by the users of this airway.

3. Suggested action

3.1 The group is invited to:

- a) consider the contents of this paper;
- b) to agree on the proposal of realignment of this airway A315 between OBN and PJG; and
- c) to adopt and forward a conclusion based on para. 2.4 to the ATS Rte. task force of the C/CAR WG.

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