



*International Civil Aviation Organization*

NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN OFFICE

**Fourth Central Caribbean Working Group Meeting (C/CAR WG/4)**

Santo Domingo, Dominican Republic, 9 to 13 February 2004

C/CAR WG/4-WP/12

04/02/04

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**Agenda Item 3:**

**Specific Air Navigation Activities and Developments**

**3.1 Air Traffic Management (ATM) – C/CAR ATM TF**

**CUBAN CONSIDERATIONS ON THE ATS ROUTES STUDY IN THE C/CAR**

(Presented by Cuba)

SUMMARY
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This working paper presents Cuba's considerations in reference to the ATS routes study in the Central Caribbean corresponding to Havana's FIR and proposes actions to be followed by the C/CAR WG/4 Meeting.
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<b>References:</b>
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| <ul style="list-style-type: none"><li>• Summary Report of the C/CAR WG/3 Meeting.</li><li>• Summary Report of the C/CAR DCA/6 Meeting.</li></ul> |
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**1. Introduction**

1.1 The Central Caribbean Working Group has developed a study of ATS routes in the Sub-Region for some time now. Some obstacles for the implementation of new ATS routes have been overcome and other inconveniences have arisen in obtaining shorter and more efficient flight segments. In view of the present circumstances we shall proceed with the analysis of this subject.

**2. Discussion.**

2.1 ATS route segments considered by the Central Caribbean Working Group, in which Cuba is involved are as follows:

- ⇒ Santiago de Cuba - Port au Prince.
- ⇒ Santiago de Cuba - Montego Bay.
- ⇒ Santiago de Cuba - Cape Haitien.
- ⇒ Kingston - Great Inagua.

2.2 Each segment shall be evaluated separately for better understanding.

2.2.1 **Santiago de Cuba - Port au Prince:** the present situation in the prohibited area MU(P)-1002 and its proximities advises not to use the direct segment between Santiago de Cuba

and Port au Prince aerodromes. In order to implement an ATS route between these aerodromes it is advisable to use the segment **Santiago de Cuba - GABUN - Port au Prince** and vice-versa.

2.2.2 **Santiago de Cuba - Montego Bay**: on Jamaica's request, Cuba has considered to implement this route segment, adding an international segment, namely **Santiago de Cuba - Moa**, in order to provide the possibility to be used by traffic originating in Montego Bay towards Europe and vice-versa. In this reference the proposal is that the Group considers an ATS route segment **Moa - Great Inagua**, for which the approval of the United States of America would be necessary.

2.2.3 **Santiago de Cuba - Cape Haitien**: it is not feasible to implement this route segment due to the prohibited area MU(P)-1002 and, therefore, its study should be considered as concluded and the proposal withdrawn.

2.2.4 **Kingston - Great Inagua**: as in the case of Santiago de Cuba - Port au Prince route, due to safety reasons, it would be advisable to increase separation between MU(P)-1002 and the route segment; implementation of **Kingston - BYGON - Great Inagua** should be considered for this purpose.

2.3 Cuba also wishes to propose a route segment **Santiago de Cuba - Kingston** to the consideration of the Working Group. This matter has been previously considered with the Jamaican Authorities and, in principle, there are no obstacles for its implementation.

### 3. Suggested Action:

3.1 The Meeting participants are invited to:

- a) take note of information contained in this working paper;
- b) consider the study of Santiago de Cuba – Cape Haitien route as concluded; and
- c) consider to propose, at the Meeting of Directors of Civil Aviation of the Central Caribbean, the following Draft Conclusions:

<b>D/C X/YY<sub>1</sub>:</b>	<b>IMPLEMENTATION OF THE SANTIAGO DE CUBA – GABUN – PORT AU PRINCE ATS ROUTE.</b>
<b>D/C X/YY<sub>2</sub>:</b>	<b>IMPLEMENTATION OF THE MONTEGO BAY – SANTIAGO DE CUBA – MOA – GREAT INAGUA ATS ROUTE.</b>
<b>D/C X/YY<sub>3</sub>:</b>	<b>IMPLEMENTATION OF THE KINGSTON – BYGON – GREAT INAGUA ATS ROUTE.</b>
<b>D/C X/YY<sub>4</sub>:</b>	<b>IMPLEMENTATION OF THE KINGSTON – SANTIAGO DE CUBA ATS ROUTE.</b>