



Agenda Item 3: Activities for the development of the air navigation systems/services
3.2 Air Traffic Management (ATM)

IMPLEMENTATION OF ATS ROUTES

(Presented by Cuba)

SUMMARY

This Working paper presents the Meeting the progress obtained by Cuba concerning the implementation of ATS routes, including RNAV routes, and proposes the analysis for the implementation of new segments of ATS routes within the Havana FIR.

References:

- Report of the C/CAR WG/5 Meeting (Mexico City, Mexico, February 2005).
- ICAO Annex 11, Air Traffic Services.

1. Introduction

1.1 The implementation of new ATS routes, including RNAV routes in the Central Caribbean, has involved substantial benefits in the flexible use of airspace in this Region, increasing the possibilities of obtaining optimum flight levels and great flight time and fuel savings for users, without compromising the air operation safety rates.

1.2 Cuba, aware of the economical impact of this action, has made efforts to fulfill the requirements and needs of the operators regarding the implementation of new ATS routes, including the area navigation (RNAV) routes within the Havana FIR.

2. Discussion

2.1 Both the implementation of vertical separation minimum of one thousand feet above flight level 290 (FL290), and the implementation of new ATS routes, including the RNAV routes, have had a positive impact for aircraft operators, enabling great fuel savings in the CAR/SAM Regions through the use of optimum flight levels, as well as shorter flight tracks.

2.2 In the Central Caribbean, a considerable number of new ATS routes have been implemented, with great benefit for aircraft operators. Only within the Havana FIR, during the last years, 13 new routes segments, of which 6 conventional routes segments and 7 RNAV routes segments, have been implemented or are in final implementation process.

2.3 Despite having obtained great progress concerning the implementation of new ATS routes, there are still routes segments pending to be implemented for different reasons. In order to end the implementation process within the Havana FIR, it has been considered that the Sixth Meeting of the Central Caribbean Working Group is the suitable framework for coordination.

2.4 For information, analysis and final decision making, regarding their implementation, the following are the involved routes:

- a) Proposed Route L/UL212 between Holguín VOR UHG/VOR and the Aeropuerto Internacional de las Américas, in Dominican Republic.

This route would have the particularity of going to the North and relatively close to the MU-P1002 (Guantanamo Naval Base), for that reason, it would be important for Cuba that the implementation take this factor into account, and in this regard, Cuba proposes to follow the route UHG/VOR-ETBOD, this complicates the organization of traffic in the Port-au-Prince FIR. It is considered that with the participation of the concerned Parties, during the Meeting, an in-depth analysis may be carried out and a final decision might be taken thereupon.

- b) Route R/UR628, to be expanded from Varadero (UVR/VOR) to Cayabo (UCY NDB).

This one is only for information of the Meeting, as no coordination is needed, being a segment within the Havana FIR; Cuba will shortly begin the implementation process.

3. Suggested action

3.1 The Meeting is invited to:

- a) note the contents of this Working paper, and
- b) assess the existing difficulties for the implementation of route RNAV L/UL212 and propose a final decision thereupon.