

**INTERNATIONAL CIVIL AVIATION ORGANIZATION
NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN OFFICE**

**TWENTY-SIXTH EASTERN CARIBBEAN INFORMAL WORKING GROUP MEETING
(26TH E/CAR IWG)**

(Barbados, 3 to 7 June 2002)

- Agenda Item 2: **ATM Developments**
 2.1 Airspace Management
 2.1.1 Review of ATS Route Paramaribo - Bridgetown

ATS ROUTE: BARBADOS - PARAMARIBO

(Working Paper presented by Trinidad and Tobago)

SUMMARY	
This Working Paper seeks to confirm the position of Trinidad and Tobago regarding the requested ATS Route : Barbados – Paramaribo	
REFERENCES	
•	CAR/SAM AIS/ATM/CNS, February 2000, Cayenne
•	25th E/CAR Working Group Meeting, May 2001, Grenada

1 Introduction

1.1 At an ad-hoc meeting held by the delegates of Barbados, Suriname and Trinidad and Tobago to discuss the request for the establishment of an ATS Route from Barbados to Paramaribo, a preliminary position was taken. That position was that there was insufficient statistical information available to support the establishment of a new ATS Route between the city pairs, and that Trinidad and Tobago would undertake an evaluation to determine if the establishment of this new route affects the lateral separation on existing routes UA632, A632, UA555 and A555.

2. Discussion

2.1 There has been no further formal meeting of the three (3) parties to continue mutual discussion on the matter of the establishment of the route joining the city pairs.

2.2 Statistics available in Trinidad and Tobago and confirmed with Barbados show that there has been no scheduled operations between these city pairs in the past year.

2.3 The present procedural environment will not support an additional ATS Route with the required protected airspace between it and the existing routes UA632, A632, UA555 and A555.

2.4 Two (2) near term / medium term initiatives of the E/CAR ATM/CNS Plan would bring resolution to this request:

- Certification of aircraft to operate with performance levels in the order of RNP 4 or RNP 5, as appropriate to the region; and
- A Radar Data Sharing initiative that would provide surveillance for that entire area to the controlling ATS Unit.

3. Conclusion

3.1 There is still not the statistical support for the establishment of the ATS Route : Barbados – Paramaribo.

3.2 Aircraft planning to use the route may continue to expect direct routing, subject to traffic considerations.

3.3 The matter of establishing a route between the city pairs could be revived when :

- (a) the statistics support the need; and
- (b) as the ATM/CNS developments advance to the point of appropriate RNP values to routes in the region, and Radar Data Sharing initiatives allow for appropriate surveillance.

4. Action suggested

4.1 The Meeting is invited to take note of the contents of this Working Paper.