Agenda Item 5: Regional Initiatives and Technical Progress of the AMCB Task Force

READ Project:
Restructuring of the Airspace of the Dominican Republic

Implementation Strategy and Operational Validation

AMCB/TF/2 — CHFRA/11 · Mexico City, 20 –24 april 2026
Presented by the Dominican Republic

AGENDA

Presentation Overview

01

Context and Overview

READ Project Overview

02

Methodology

Structured ICAO Planning Framework

03

Validation Outcomes

Simulations and Operational Decisions

04

Benefits and Implementation

Expected Impact and Next Steps

Aligned with ICAO ASBU objectives and regional airspace optimization efforts.

CHAPTER 1

READ Project Context

The READ Project forms part of the **national modernization strategy** , designed to optimize airspace structures, improve traffic flows, and enhance operational predictability within the **Santo Domingo FIR**.

It supports the objectives of the **ICAO Global Air Navigation Plan (GANP)** and regional performance improvement frameworks .

CHAPTER 1

Strategic Objectives

Safety

Improvement of safety margins across all operations

Capacity and Efficiency

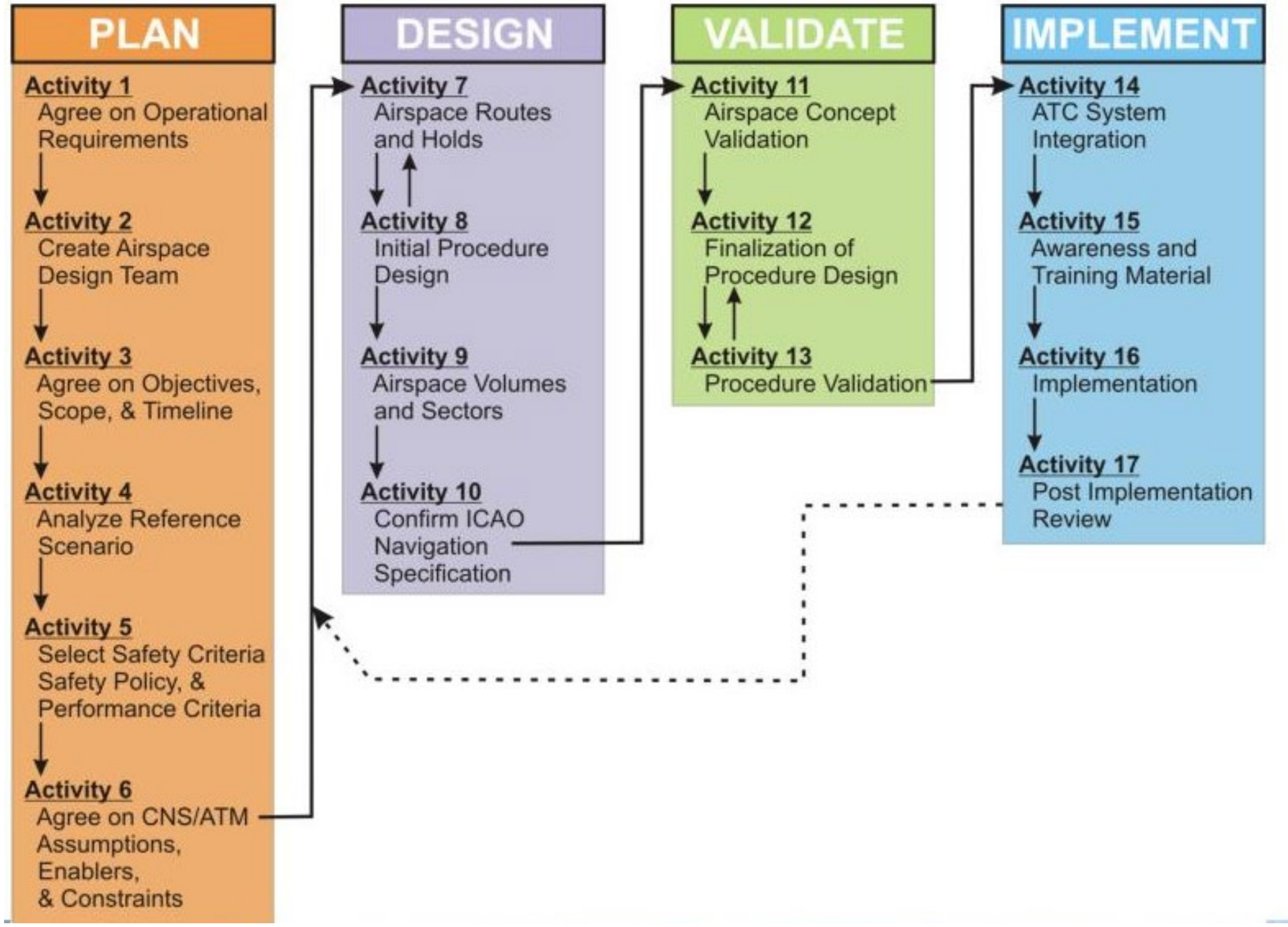
Optimization of air navigation and traffic flow management

Environmental Sustainability

Optimized CDO / CCO trajectories to reduce emissions

Key References: ICAO Doc 4444 (PANS-ATM), Doc 8168 (PANS-OPS), Doc 9613 (PBN Manual), Doc 9931 (CDO), Doc 9993 (CCO)

PHASES AND ACTIVITIES



GENERAL SCHEDULE

Project Phases	Four-month Project Terms											
	2025						2026					
	Jan-Apr		May-Aug		Sep-Dec		Jan-Apr		May-Aug		Sep-Dec	
1. Planning												
Sector ATC volume vs demand comparison												
Runway volume vs demand comparison												
2. Conceptual Design												
Modular AIM solution implementation												
Design of BARO-VNAV approaches – MDPC / MDSD / MDLR												
Design of STARs – MDPC / MDSD / MDLR												
Design of SIDs – MDPC / MDSD / MDLR												
Design of new Punta Cana TMA												
Design of new Las Américas TMA												
Design of BARO-VNAV approaches – MDPP / MDST / MDCY / MDJB / MDBH												
Design of STARs – MDST / MDPP												
Design of SIDs – MDST / MDPP												
Design of new Cibao TMA												
Change of route specification from RNAV 5 to RNAV 2												
3. Simulations and Training												
Training – New STAR / SID procedures – MDPC / MDSD / MDLR												
Training – New STAR / SID procedures – MDPP / MDST												
4. Formal Design, Validations and Publication												
5. Implementation												

DEMAND / CAPACITY BASED PLANNING

Sector Capacity

Determination of the Declared ATC Capacity for all sectors within the Santo Domingo Flight Information Region (FIR), and comparison with current and forecast air traffic volume.

Runway Capacity

Determination of Runway Capacities for the international airports of Punta Cana, Las Américas, La Romana, Santiago, Puerto Plata, El Higüero, El Catey, and Barahona, and comparison with current and forecast air traffic volume.

CHAPTER 2

KEY OUTCOMES

New STARs and SIDs

Conceptual Validation Completed

Open STARs for MDSD and MDPC

Validated Concept Adoption

Segregated Runway Operations MDPC

Feasibility Confirmed at Punta Cana

Revised Sectorization

Punta Cana TMA, Las Americas TMA, and Santo Domingo ACC

Scope of the Proposal– Phase 1: CDO and CCO Procedures

Phase 1 of the proposal includes the implementation of Continuous Descent Operations (CDO) and Continuous Climb Operations (C CO) procedures for the runways of three key international airports of the Dominican Republic.

Standardized Arrivals – Continuous Descent Operations (CDO):

- MDPC RWY 09 (open)
- MDPC RWY 08 (open)
- MDPC RWY 27
- MDPC RWY 26
- MDSD RWY 17 (open)
- MDSD RWY 35 (open)
- MDLR RWY 11
- MDLR RWY 29

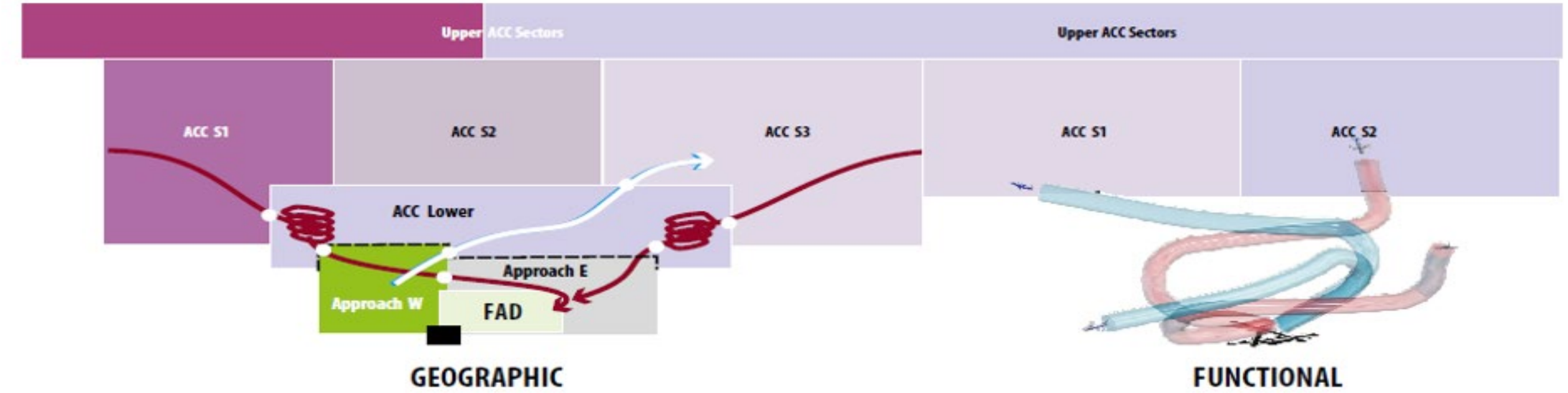
Standardized Departures – Continuous Climb Operations (CCO):

- MDPC RWY 08
- MDPC RWY 26
- MDPC RWY 09
- MDPC RWY 27
- MDSD RWY 17
- MDSD RWY 35
- MDLR RWY 11
- MDLR RWY 29

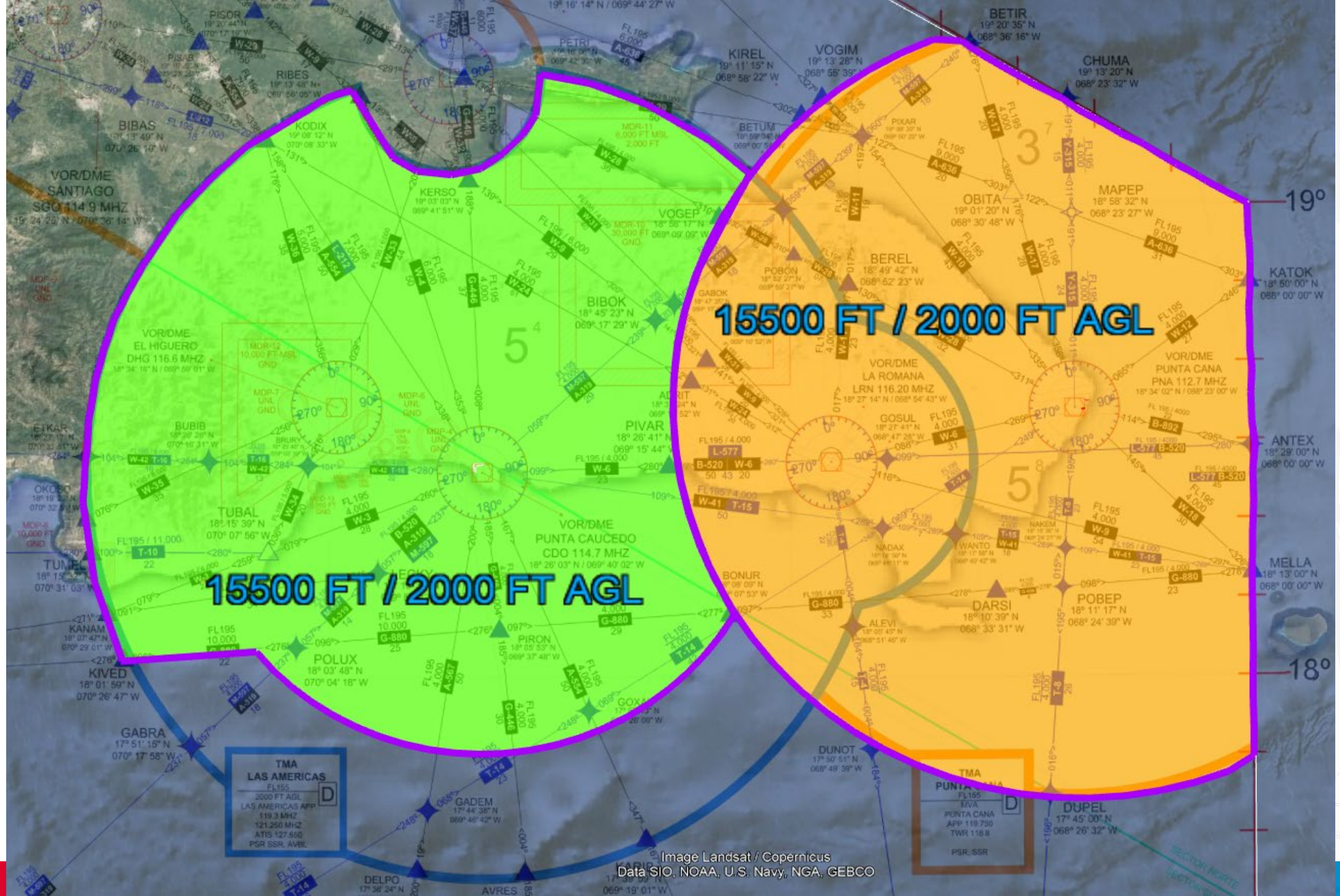
CAPACITY

The creation of new sectors is proposed for:

Punta Cana TMA and Las Américas TMA



Geographic / Functional Sectorization


15500 FT / 2000 FT AGL
15500 FT / 2000 FT AGL
VOR/DME SANTIAGO SGO 114.9 MHZ
VOR/DME EL HIGUERO DHG 116.6 MHZ
VOR/DME PUNTA CAUCEDO CDO 114.7 MHZ
VOR/DME LA ROMANA LRN 116.20 MHZ
VOR/DME PUNTA CANA PNA 112.7 MHZ
TMA LAS AMERICAS
TMA PUNTA CANA
BIBAS
RIBES
PISOR
KODIX
KERSO
VOGEP
BIBOK
BUBIB
TUBAL
POLUX
PIVAR
PIRON
GOSUL
BEREL
OBITA
MAPEP
BETIR
CHUMA
KIREL
VOGIM
KATOK
ANTEX
MELLA
POBEP
DARSI
DUPEL
DUNOT
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DELPO
AVRES
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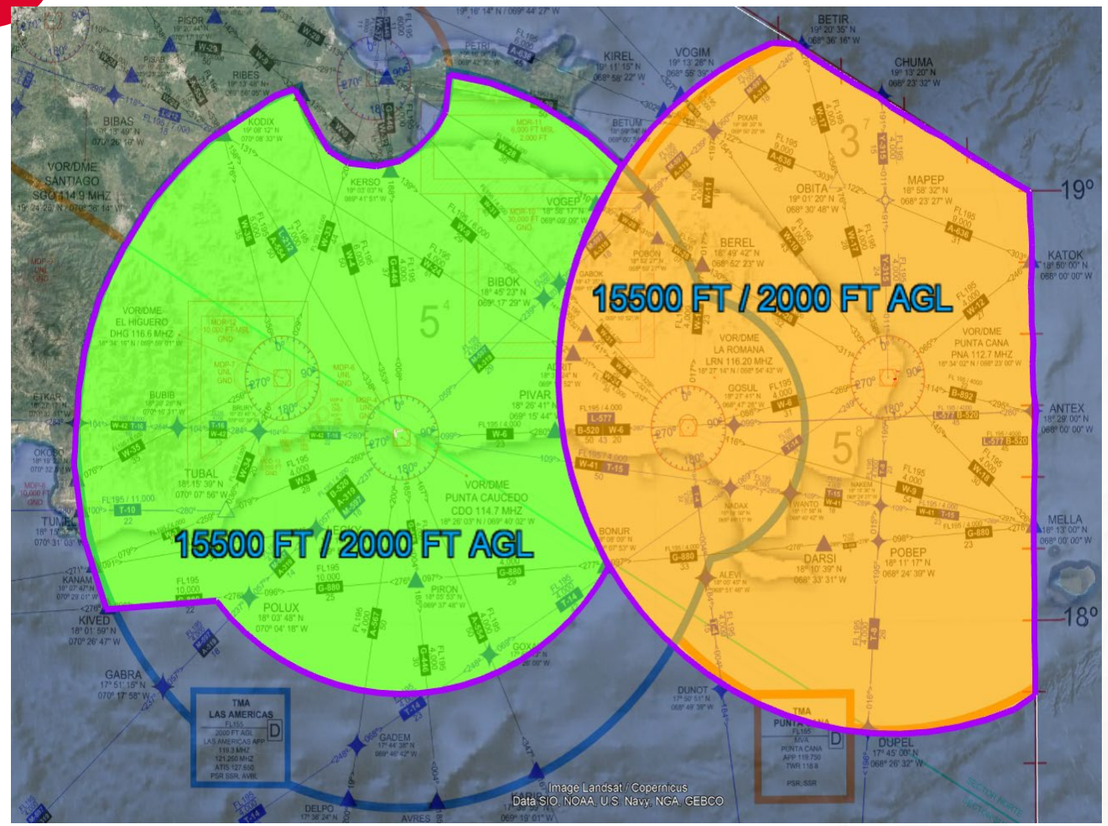
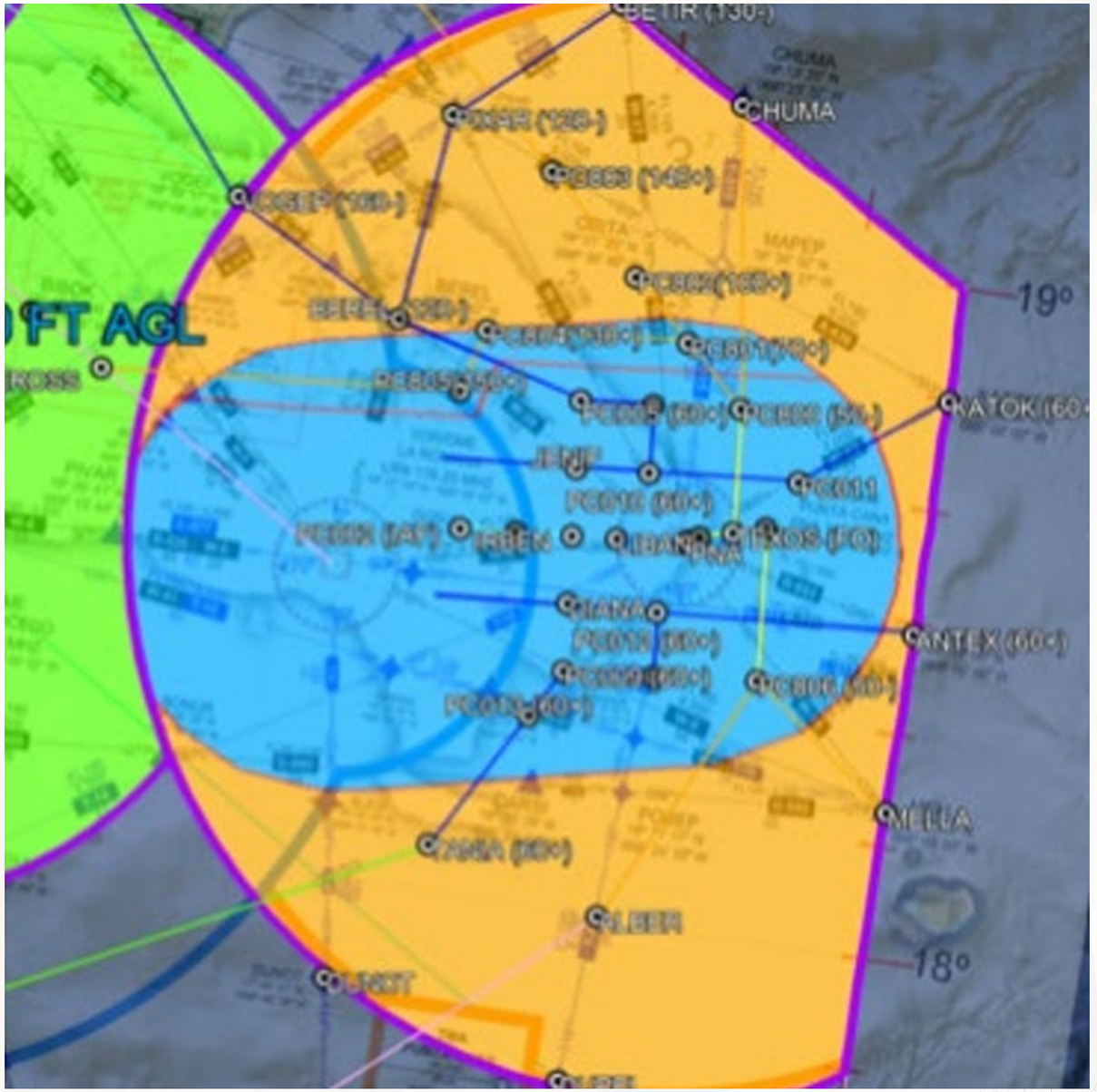
Data SIO, NOAA, U.S. Navy, NGA, GEBCO


15500 FT / 2000 FT AGL
15500 FT / 2000 FT AGL
TMA LAS AMERICAS
TMA PUNTA CANA
19º
18º
Image Landsat / Copernicus
Data SIO, NOAA, U.S. Navy, NGA, GEBCO


FT AGL
CHUMA
19º
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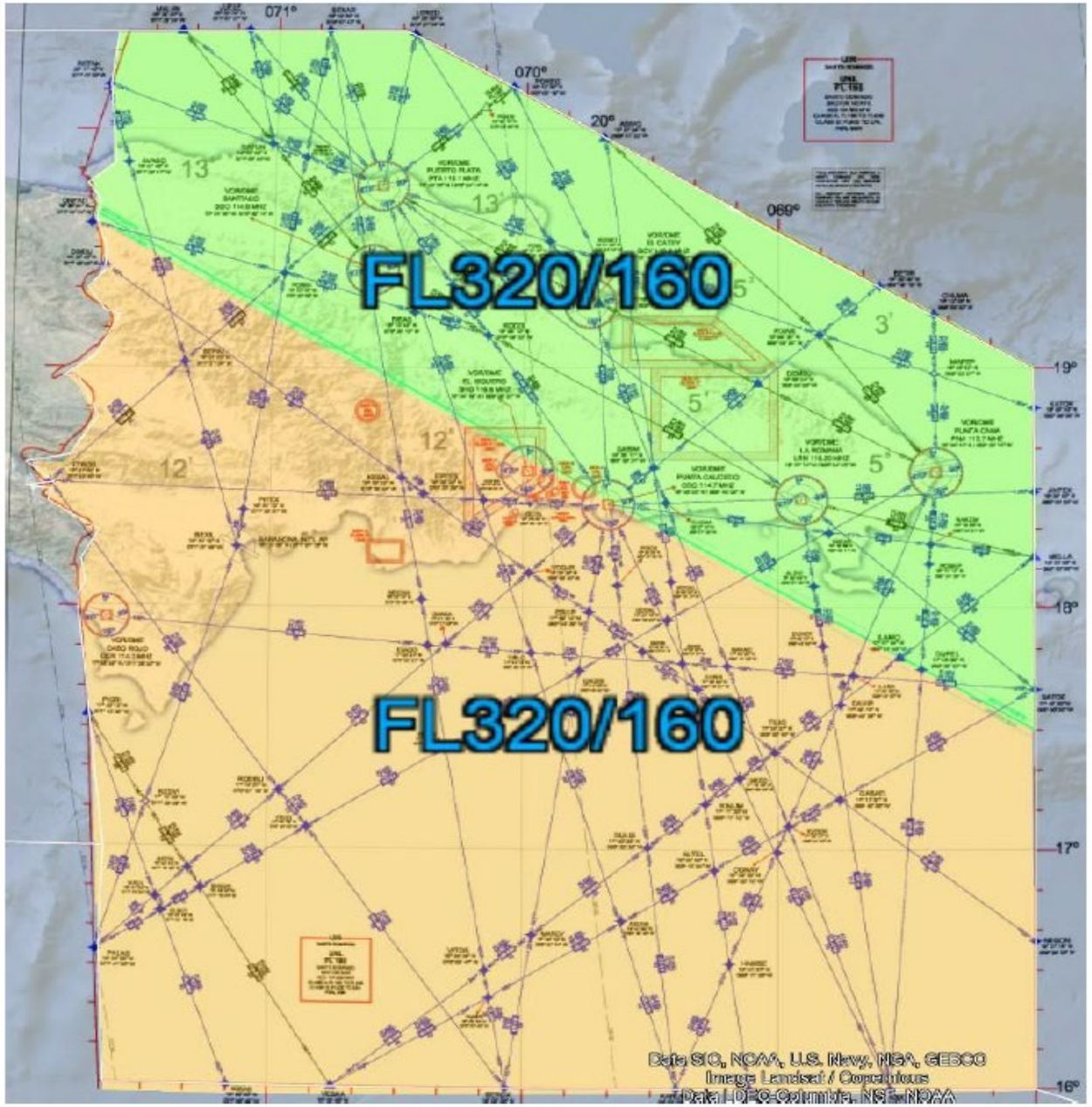
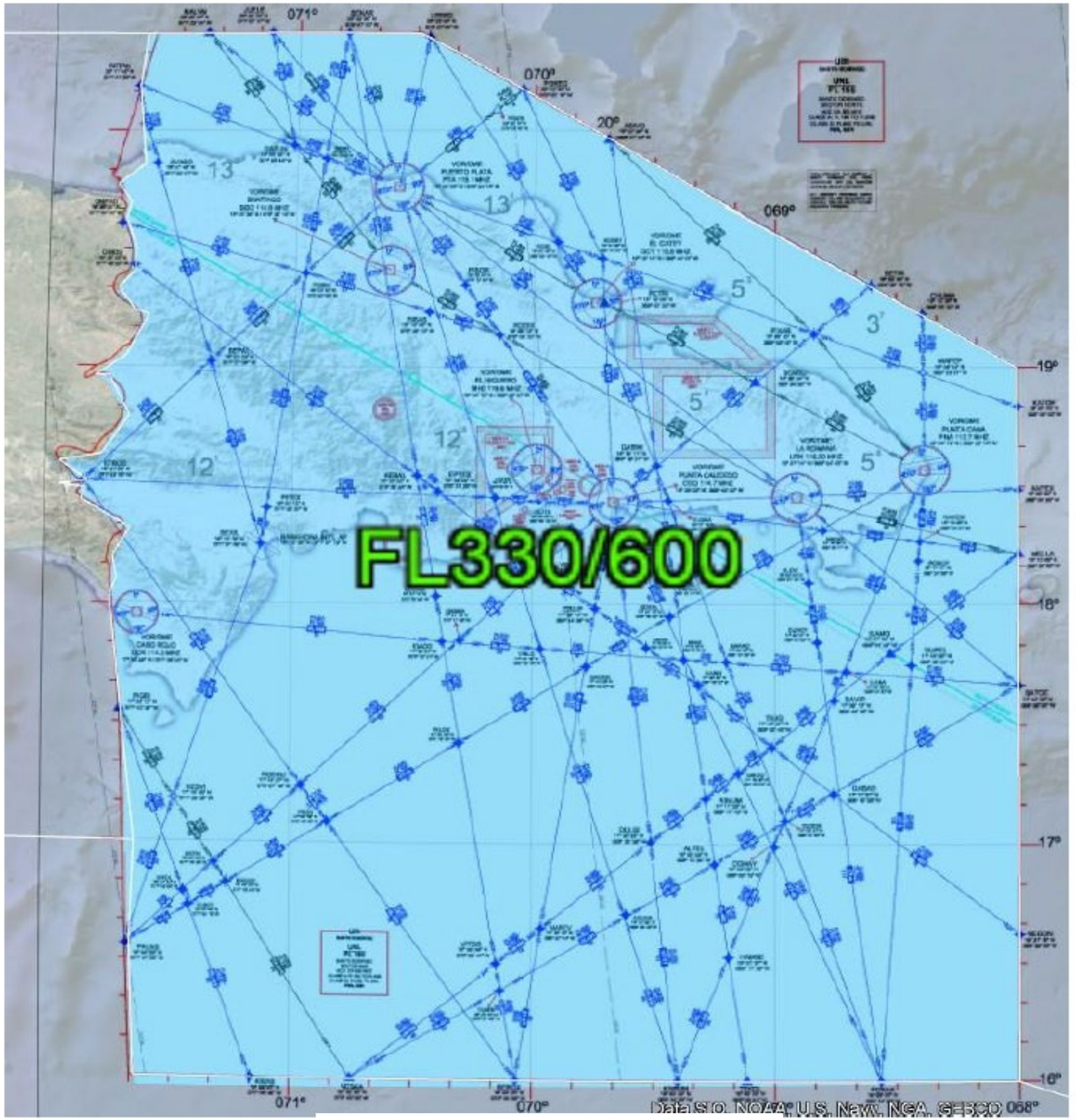


ACC SECTORS: NORTH/SOUTH



ACC SECTOR: UPPER

PROPOSED FLOW CHANGES WITH TNCF

TCP	TRACK 000 a 179	TRACK 180 a 359	GEOGRAPHICAL COORDINATES	REMARKS
PALAS	ODD	EVEN (OVERFLIGHTS)	N16340000W071410000	OVERFLIGHTS AND ARRIVALS TO MDCS FIR
VESKA	ODD (OVERFLIGHTS)	EVEN	N16000000W070450000	OVERFLIGHTS AND DEPARTURES FROM MDCS FIR
BEROX	ODD (OVERFLIGHTS)	EVEN	N16000000W070040000	OVERFLIGHTS AND DEPARTURES FROM MDCS FIR
KARUM	ODD	EVEN (OVERFLIGHTS))	N16000000W069240000	OVERFLIGHTS AND ARRIVALS TO MDCS FIR
TEKOL	ODD (OVERFLIGHTS)	EVEN	N16000000W069065400	OVERFLIGHTS AND ARRIVALS TO MDCS FIR
POKAK	ODD	EVEN (OVERFLIGHTS)	N16000000W068340000	OVERFLIGHTS AND DEPARTURES FROM MDCS FIR
KISAS	ODD	EVEN	N16000000W071094598	

CHAPTER 2

ATC TRAINING PROGRAM

A structured program has been developed to ensure a **controlled and safe** transition toward operational deployment.

Progressive Scenarios

Increasing complexity simulations

Procedure- Based Exercises

Practice focused on new STARs, SIDs, and sectorization

Operational Integration

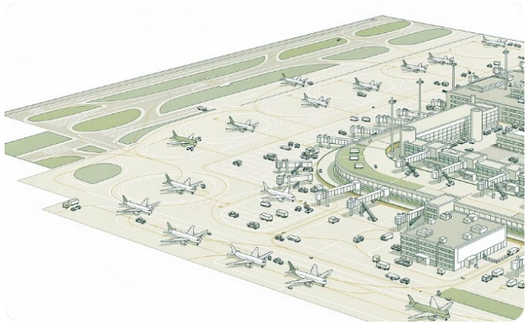
Operational integration modules

CHAPTER 3

Expected Benefits of Implementation

Enhanced Safety

Improved operational safety margins



Airspace Efficiency

Optimized flow and capacity management

Environmental Benefits

CDO / CCO trajectories to reduce fuel consumption and emissions

The project has reached a level of **technical maturity** suitable for the formal design of procedures and phased implementation.

CONCLUSION

Suggested Actions for the Meeting

1 **Take Note**

Of the READ Project implementation strategy

2 **Acknowledge**

The operational validation outcomes

3 **Encourage**

Regional coordination and harmonization, where applicable

Implementation activities are subject to national resource planning and ongoing modernization programs.


thank you