



ICAO

International Civil Aviation Organization  
North American, Central American and Caribbean Office

INFORMATION PAPER

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**THIRD MEETING OF THE NAM/CAR AIR NAVIGATION IMPLEMENTATION WORKING GROUP (ANI/WG)  
AERONAUTICAL INFORMATION MANAGEMENT (AIM) IMPLEMENTATION TASK FORCE  
(AIM/TF/03)**

Mexico City, 25 to 28 February 2020

**Agenda Item 8: Aeronautical Charts/by GREPECAS Conclusion 18/11 - Charting Deficiency Strategy (RNAV–RNP Procedures – Circ 353)**

**PROGRESS IN COMPLIANCE WITH CIRCULAR 353 PROVISIONS**

(Presented by Cuba)

**EXECUTIVE SUMMARY**

This paper refers to the progress in the fulfilment of the transition from RNAV to RNP in the cartographic identification of the approach with instrument flight procedures.

*Strategic Objectives:*

- Safety
- Environmental Protection

*References:*

- Circular 353
- Cuba Air Navigation Plan

**1. Introduction**

1.1 The emergence of performance-based navigation (PBN) is having important repercussions in all aspects of the aviation sector. However, inconsistencies with aeronautical charts, PBN operational approvals and avionics screens have created confusion between pilots and air traffic controllers.

1.2 As a result, ICAO decided to streamline the Charts naming convention in order to eliminate inconsistencies and harmonize the aeronautical approach charts with the approval of PBN operations by providing a simpler and clearer method of naming procedures and a standardized approach to aeronautical charts.

## 2. Development

2.1 Cuba in a planned way and based firstly on the indications made in Circular 336 of 2015 and then in Circular 353 of 2018, implemented and updated in AIP the new denomination in the approach procedures of all international and domestic airports that are found operating up to date, in the same way, the principles, benefits and impact of the new cartographic identification were included in the PBN modules of the curricula of the basic courses and recurrent training of the operations personnel and Air Navigation Service Providers, the principles, benefits and impact of the new cartographic identification.

The table below shows the new identification:

Aerodromes	RNP Instrument Approach Chart	RWY	Navigation specifications
<b>International Airports</b>			<b>(RNP-APCH)</b>
Cayo Coco( MUCC)	RNP (LNAV/VNAV; LNAV) CAT A,B,C,D	08 26	
Cienfuegos ( MUCF)	RNP (LNAV/VNAV; LNAV) CAT A,B,C,D	02 20	
Cayo Largo (MUCL)	RNP (LNAV/VNAV; LNAV) CAT A,B,C,D	12 30	
Camaguey (MUCM)	RNP (LNAV/VNAV; LNAV) CAT A,B,C,D	07 25	
Santiago de Cuba (MUCU)	RNP (LNAV/VNAV; LNAV) CAT A, B, C, D	10 28	
	RNP (LNAV/VNAV; LNAV) CAT A, B	01	
La Habana (MUHA)	RNP (LNAV/VNAV; LNAV) CAT A,B,C,D	06 24	
		05 23	
Holguin (MUHG)	RNP (LNAV/VNAV; LNAV) CAT A,B,C,D	05 23	
Manzanillo (MUMZ)	RNP (LNAV/VNAV; LNAV) CAT A, B, C, D	08 26	
		08 26	
Santa Clara ( MUSC)	RNP (LNAV/VNAV; LNAV) CAT A, B, C, D	06 24	
Varadero (MUVR)	RNP (LNAV/VNAV; LNAV) CAT A, B, C, D	06 24	
<b>National Airports</b>			
Baracoa (MUBA)	RNP (LNAV/VNAV; LNAV) CAT A, B	16 34	
		09 27	
Cayo Las Brujas (MUBR)	RNP (LNAV/VNAV; LNAV) CAT A, B	17	
Guantánamo ( MUGT)	RNP (LNAV/VNAV, LNAV) CAT A, B, C	05 23	
Nueva Gerona (MUNG)	RNP (LNAV/VNAV; LNAV) CAT A, B, C, D	03 21	
Playa Baracoa (MUPB)	RNP (LNAV/VNAV; LNAV) CAT A, B, C, D		

Total PBN Instrument Approach Charts in AIP: 30