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FOREIGN SERVICE DESPATCH

FROM : American Embassy, Habana 142  
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TO : THE DEPARTMENT OF STATE, WASHINGTON.

September 5, 1956

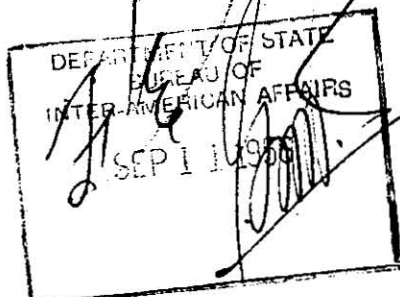
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	REC'D	IN OTHER
	ARA-4	REP-2 RMIR-2 OLI-6 E-4 ICA-10
	9/10	CIA-6 COM-10 CAB-6 AIR-3 NAVY-5

SUBJECT: IMPROVEMENTS AT RANCHO BOYEROS INTERNATIONAL AIRPORT

As of possible interest there is enclosed an excerpt from a brief filed by Compania de Aeropuertos Internacionales, S.A. (CAISA) with the Cuban Civil Aeronautics Commission. This extract gives a detailed breakdown of the improvements and expansion of Jose Marti International Airport, Rancho Boyeros, since CAISA assumed control in December 1952.

For the Chargé d'Affaires, a.i.:



C. A. Boonstra,  
Counselor of Embassy  
for Economic Affairs

Enclosure: (1)

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The improvements and extensions carried out by CAISA at Rancho Boyeros Airport within a relatively short period of time may be summarized graphically through a comparative statement of conditions existing in December 1952 and at present. The figures express eloquently and briefly the magnitude of the work.

TABLE SHOWING IMPROVEMENTS AND EXPANSION AT  
RANCHO BOYEROS INTERNATIONAL AIRPORT SINCE  
DECEMBER 1952

	Area in Sq. Meters <u>Dec. 1952</u>	Area in Sq. Meters <u>July 1956</u>	% of <u>Increase</u>
Land	1,131,291.13	1,342,060.13	18%
Terminal Building	1,366.20	7,537.00	551
Quarantine-Immigration	153.17	350.50	228
Customs	283.25	424.00	149
Aviation Companies	197.74	615.00	312
Passenger Salons	293.25	1,423.00	485
Bar and Cafeteria	46.47	136.00	297
Sanitary Services	34.47	209.64	615
Observation Terrace	90.20	887.00	985
Passenger Restaurant	96.60	392.00	400
Employees' Dining Room	138.00	508.65	368
Passenger Waiting Room (open air)		250.00	250

In December 1952 the landing strip of this airport was 4,800 lineal feet. Its limited length prevented operations by large planes and this caused constant criticism of the airport. Great improvements have been carried out by CAISA, not only on the strips but also on the taxiways and parking ramps for the planes.

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The landing strip has been extended to 7,063 lineal feet, that is, an extension of 47% in comparison with the previous strip. This work of extension and improvement caused the following expenditures:

1. Purchase of 210,769 sq. meters of the estates "La Luisa," "El Caimito" and "Aguadita" with indemnities to tenants and squatters	\$ 95,790.00
2. First extension of the strip to 5,325 ft. completed March 1953, at a cost of	151,417.05
3. Second extension of the strip to 7,063 ft. in which 1,325 ft. of strip had to be raised to the level of the railroad line, which crosses it, establishing a level crossing which requires a system of communications, safety signals, etc. at a cost of	261,022.01
4. Letter of credit to Ferrocarriles Occidentales, establishing an operating fund	42,000.00
5. Electrical and communication material for safety against accidents	21,135.63
6. House for operators, at level crossing	2,571.29
7. Construction of Taxiway No. 3 and extension of airplane parking ramp, at a cost of	<u>41,131.77</u>
Total	\$615,067.75

In regard to the buildings erected by CAISA, the investments were as follows:

1. Total cost of the Air Terminal Building	\$812,123.86
2. Cost of the ground mechanical shop building	8,847.65
3. Cost of the Shop Section Building	<u>15,425.50</u>
Total	\$836,397.01

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The system of fuel supply to planes has also been modified. A hydrant system with underground installations, which guarantees perfect safety and efficiency in the supply of fuel, was established at the following cost:

1. Hydrant system, 100 octane gasoline	\$41,059.80
2. Hydrant system, 115 octane gasoline	<u>30,000.00</u>
	\$71,059.80

CAISA has acquired line equipment, used to service air planes, as hereinafter detailed:

3 jeeps	\$5,850.00	
1 fire extinguishing truck	6,700.00	
1 pick-up	2,235.00	
2 mobile batteries	<u>5,320.00</u>	\$20,105.00

Summarizing the principal expenditures made in the Rancho Boyeros Airport since December 1952 to date, we have:

1. Improvements, extension of strips, ramps, etc.	\$615,067.75
2. Buildings erected	836,397.01
3. Fuel supply	71,059.80
4. Equipment acquired	<u>20,105.00</u>
	<u>\$1,542,629.56</u>

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