

**FINAL SUMMARY OF DISCUSSIONS**  
**3rd Meeting of the NAM CAR Regional Airspace Optimization Team**  
**Online, 27 January 2022**

**List of Participants**

38 participants from the NAM/CAR/SAM Regions attended the event, representing 10 NAM/CAR States, 1 SAM State and 5 International Organizations/industry (refer to **Attachment A**).

**Agenda:**

Refer to **Attachment B**.

**Opening**

Mr Julio Siu, Deputy Regional Director provided remarks on the importance of this project and expectations for participation in the meeting. Mr. Javier Vanegas, Regional Director, Latin America and Caribbean Affairs, CANSO officially opened the event.

**Documentation**

The Meeting related documentation is available at the following link:

<https://www.icao.int/NACC/Pages/meetings.aspx?year=2021&cM=12&cY=2021>

**Agenda Item 1: Belize M208 Plan**

1.1 Did not occur as presenter retired. It was explained that the briefing would take place at the next meeting.

**Agenda Item 2: Route Proposals**

2.1 United States and CADENA presented on the history of the Planned Airway System Alternative (PASA) routes structure and evaluation to date including four completed route optimization trials. CADENA also briefed on two ongoing End-to-End (E2E) optimization routes that are in trial. The following routes have been proposed and are in the process for approval or consideration.

TTPP..KJFK..TTPP by Caribbean Airlines (in progress)

KIAH..MMSD..KIAH by United Airlines (in progress)

KATL..SCEL..KATL by Delta Airlines (in progress)

Selected city-pairs by Federal Express (in 2022)

American Airlines is evaluating flights that could be added to the existing trials

2.2 Thus far, Aerolinas Argentinas, United Airlines, Caribbean Airlines and Delta Airlines participated the PASA E2E route optimization trials. All airlines are welcome to participate. The routes are in the approval request status from the States/Flight Information Regions (FIRs). The plan is that after approval by the affected FIR's, there will be a 90-day trial followed by analysis to determine the impact of the revised route. If the route is successful, it will be published. Refer to P/02.

**Agenda Item 3: WALKY Request Status**

3.1 The WALKY proposal is in the initial process of Proposal for Amendment.

**Agenda Item 4: Introduction of Horizontal Free Route Airspace (FRA) Concept**

**Agenda Item 5: Introduction of Vertical FRA Concept**

**Agenda Item 6: Introduction of Ultra High FRA Proposal (Midnight operations)**

4.1 The Secretariat presented the transition to Free Route Airspace (FRA). The concept of FRA was discussed as well as its inclusion in the Aviation System Block Upgrades (ASBU) of the Global Air Navigation Plan (GANP). The definition of Direct Routing (DCT) as a precursor to FRA was given, along with the enablers of DCT. Then the definition of FRA was given followed by its enablers. The different aspects of customizing FRA use were explained including Lateral, horizontal and temporal. Also explained were conditions to be considered in the implantation of FRA including who/where, what/which, when and how, with a brief summary of the two paths the NAM CAR Regional Airspace Optimization Team was using to implement the regional airspace optimization, first the path looking for quick results or “low hanging fruit”. The second, longer term path, towards the larger transformational goal of implanting FRA into the region’s airspace. Metrics were presented showing the success of the six routes currently in trial status.

4.2 On the 6 routes that are being utilized, the following data is available:

9,659	minutes flying time saved/year
1,820,041	lbs of fuel saved/year
2,826,330	Kg Co2 saved/year
1,579,325	USD saved/year
4,398	flights impacted/year

4.3 Horizontal, vertical and temporal uses of FRA were discussed with a combination of the three being explained as the most likely outcome of a test for FRA in the region’s airspace. The call for a focus group including the high altitude FIRs as well as some volunteers from low altitude FIR’s was given, with a goal of selecting the trial criteria and determining the details of the trial. Refer to P/03, P/04 and P/05

4.4 Cuba expressed concern about the implementation of FRA in the region, as there are States that may currently lack the technical and operational capacities, as well as may have airspace limitations and that implementation of FRA may be a long-term goal. It also mentioned that there are FIRs that may need technical assistance prior to said implementation, and that airports with higher volumes would also have issues with sequencing in an FRA environment. The Secretariat acknowledged these concerns and clarified that FRA would be implanted in those areas that are currently capable with a goal of working with the other areas and assist as needed. IATA commented that we must start the FRA process sometime, and begin slowly and build.

**Agenda Item 7: Other Business**

*Update on PIARCO FIR*

7.1 Trinidad and Tobago provided P/06 with an update of the PIARCO FIR. He provided a breakdown of the PIARCO FIR, including location and structure followed by updates on Area Navigation (RNAV) implementations in the upper airspace and plans for 2022. Trinidad and Tobago concluded by informing the Meeting on the current project to connect the upper airspace with the lower airspace in the continental sector.

**Next Actions**

Form focus group including the high altitude FIR's as well as some volunteers from low altitude FIR's was given, with a goal of selecting the trial criteria and determining the details of the trial. Letters will be sent out to all members requiring participation from high altitude FIR's and asking for volunteers from low altitude FIRs. The letters are to be sent out by mid-February with a response by the end of February. The objective is to have the focus group begin meeting in March prior to the next team meeting.

This Meeting was successful in many areas:

- The team was introduced to the Free Route Airspace concept and how implementation will begin
- The team was briefed on the creation of a focus group which will work on the implementation of FRA
- The team saw a presentation from PIARCO describing the airspace work being done there
- The team was briefed on the metrics surrounding the current 6 routes that are in trial status
- The team was briefed on the new trials including Fed Ex and American Airlines request for inclusion

The team is now going to begin the process of integrating with the Airspace Optimization Taskforce. The combining of these two groups will eliminate any confusion regarding the similarities in their names and utilize the experience of both teams to ensure the transformation of the regions' airspace.

The facilitator (ICAO/IATA/CADENA) team is planning the next meeting to take place the week of March 21<sup>st</sup> to include meeting with the taskforce.

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North American, Central American and Caribbean Office (NACC)  
Oficina para Norteamérica, Centroamérica y Caribe (NACC)

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**ATTACHMENT/ADJUNTO A**

**3rd Meeting of the NAM CAR Regional Airspace Optimization Team**  
**3ª Reunión del Equipo Regional NAM/CAR de Optimización del Espacio Aéreo**  
Online, 27 January 2022 / En línea, 27 de enero de 2022

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**LIST OF PARTICIPANTS/ LISTA DE PARTICIPANTES**

**BARBADOS**

1. Gail Clarke
2. Roderick A. Oliver

**CUBA**

3. Jorge Centella
4. Jorge Martínez
5. Ricardo Martínez
6. Silvio Michelena
7. Ramón Rodríguez
8. Adriana Tenorio
9. Ricardo Vidal

**CURACAO**

10. Jacques Lasten

**GUATEMALA**

11. Enio Hernandez

**HAITI**

12. Philippe Riche

**JAMAICA**

13. Yannick Francis
14. Tameka Williams

**MEXICO/MÉXICO**

15. José Guillermo Manzo
16. Abraham Velázquez

17. Marcos Muñoz

**PANAMA/PANAMÁ**

18. Gary Acosta

**SAINT VINCENT AND THE GRENADINES/SAN VICENTE Y LAS GRANADINAS**

19. Dillett Davis

**TRINIDAD AND TOBAGO/TRINIDAD Y TABAGO**

20. Riaaz Mohammed

**UNITED STATES/ESTADOS UNIDOS**

21. Midori Tanino

**CADENA**

22. Joe Hof

**CANSO**

23. Javier Vanegas

**COCESNA**

24. Luis Rosales
25. Cesar Knight
26. Héctor Cárdenas
27. Ernest Arzú
28. Víctor Andrade

**IATA**

29. José Fernando Rojas
30. Julio Cesar de Pereira
31. Phil Santos
32. Justin Lonie
33. Eduardo Ravera
34. Juan Carlos Muñoz
35. Gen Schnee
36. Esther Eivinsen
37. Ryan Wilson
38. Bob Oberstar
39. William Rubiano
40. Adam Davis

**NAVBLUE**

41. Craig McFarlane

**ICAO/OACI**

42. Julio Siu
43. Ernie Snyder

LIST OF PARTICIPANTS/LISTA DE PARTICIPANTES

<b>Name / Position Nombre / Puesto</b>	<b>Administration / Organization Administración / Organización</b>	<b>Telephone / E-mail Teléfono / Correo electrónico</b>
<b>BARBADOS</b>		
<b>Gail Clarke</b> Aerodromes and ATS Inspector	Civil Aviation Department	E-mail gail.clarke@barbados.gov.bb;
<b>Roderick A. Oliver</b> Assistant Aerodromes and Air Traffic Services Inspector	Civil Aviation Department	E-mail Roderick.Oliver@barbados.gov.bb;
<b>CUBA</b>		
<b>Jorge Centella</b> Especialista ATM	IACC	E-mail jorge.centella@iacc.avianet.cu;
<b>Jorge Martínez</b> Especialista ATM	ECNA	E-mail: Jorge.martinez@aeronav.avianet.cu;
<b>Ricardo Martínez</b> Dir OPS	ECNA	E-mail: ricardo.martinez@aeronav.avianet.cu;
<b>Silvio Michelena</b> Dir adjunto	CCTA	E-mail: silvio.michelena@aeronav.avianet.cu;
<b>Ramón Rodríguez</b> Jefe Gpo SMS	CCTA	E-mail: ramon.rodriguez@aeronav.avianet.cu;
<b>Adriana Tenorio</b> Esp ATM	ECNA	E-mail: adriana.tenorio@aeronav.avianet.cu;
<b>Ricardo Vidal</b> Esp ATM	ECNA	E-mail: ricardo.vidal@aeronav.avianet.cu;
<b>CURACAO</b>		
<b>Jacques Lasten</b> Deputy Director	DC-ANSP	E-mail J.Lasten@dc-ansp.org;
<b>GUATEMALA</b>		
<b>Enio Hernández</b> Coordinador de Tránsito Aéreo	Dirección General de Aeronáutica Civil	E-mail eniowr@gmail.com;
<b>HAITI</b>		
<b>Philippe Riche</b> ATS manager	OFNAC	E-mail riche.philippe@ofnac.gouv.ht;
<b>JAMAICA</b>		

<b>Name / Position Nombre / Puesto</b>	<b>Administration / Organization Administración / Organización</b>	<b>Telephone / E-mail Teléfono / Correo electrónico</b>
<b>Yannick Francis</b> Unit Manager, Kingston Air Traffic Control Centre (Acting)	Civil Aviation Authority	Email: yannick.francis@jcaa.gov.jm;
<b>Tameka Williams</b> Obstacle Evaluation & Procedures Design Manager	Civil Aviation Authority	Email: tameka.williams@jcaa.gov.jm;
<b>MEXICO/MÉXICO</b>		
<b>José Guillermo Manzo</b> Controlador Aéreo	SENEAM	E-mail stewells@hotmail.com;
<b>Abraham Velázquez</b> Supervisor ATS en ACC y APP MEX / Líder del Proyecto de Implementación SAM FASE 2	SENEAM	E-mail mancilla00a@gmail.com;
<b>Marcos Muñoz</b> Inspector	AFAC	E-mail marcos.munoz@sct.gob.mx;
<b>PANAMA/PANAMÁ</b>		
<b>Gary Acosta</b> Occ Manager	Tocumen int. Airport	E-mail gacosta@tocumenpanama.aero;
<b>SAINT VINCENT AND THE GRENADINES/SAN VICENTE Y LAS GRANADINAS</b>		
<b>Dillett Davis</b> Chief Air Traffic Controller	Aviation Services Department	E-mail catcsvg@gmail.com;
<b>TRINIDAD AND TOBAGO/TRINIDAD Y TABAGO</b>		
<b>Riaaz Mohammed</b> Manager ANS Planning and Development	Civil Aviation Authority	E-mail rmohammed@caa.gov.tt;
<b>UNITED STATES/ESTADOS UNIDOS</b>		
<b>Midori Tanino</b> Global ATM Program Manager	Federal Aviation Administration	E-mail midori.tanino@faa.gov;
<b>CADENA</b>		
<b>Joe Hof</b> Manager, ATM Operations	CADENA	E-mail jhof@cghtech.com;
<b>CANSO</b>		
<b>Javier A. Vanegas</b> Regional Director Latin America and Caribbean Affairs	CANSO	E-mail javier.vanegas@canso.org; lamcar@canso.org;
<b>COCESNA</b>		

<b>Name / Position Nombre / Puesto</b>	<b>Administration / Organization Administración / Organización</b>	<b>Telephone / E-mail Teléfono / Correo electrónico</b>
<b>Luis Rosales</b> ATCO/Coord. Planificación de Espacio Aéreo	COCESNA	E-mail luis.rosales@cocesna.org;
<b>Cesar Knight</b> Air Traffic Controller	COCESNA	E-mail cesar.knight@cocesna.org;
<b>Héctor Cárdenas</b> Supervisor ATS	COCESNA	E-mail hector.cardenas@cocesna.or;
<b>Ernest Arzú</b> CNS-ATM Manager	COCESNA	E-mail ernest.arzu@cocesna.org;
<b>Víctor Andrade</b> Gerente Operativo	COCESNA	E-mail victor.andrade@cocesna.org;
<b>IATA</b>		
<b>José Fernando Rojas</b> Regional Safety Assistant Director	IATA	E-mail rojasf@iata.org;
<b>Julio Cesar de Pereira</b> Assistant Director Safety and Flight Operations	IATA	E-mail pereiraj@iata.org;
<b>Phil Santos</b> Sr. Mgr Air Traffic Operations	FEDEX	E-mail psantos@fedex.com;
<b>Justin Lonie</b> International ATC Analyst	FEDEX	E-mail justin.lonie@fedex.com;
<b>Eduardo Ravera</b> Gerente Documentación y Normas Operativas	Aerolíneas Argentinas	E-mail eduardo.ravera@aerolineas.com.ar;
<b>Juan Carlos Muñoz Gallegos</b> Jefe Sr Despacho de Vuelos	Volaris	E-mail juan.munoz@volaris.com;
<b>Gen Schnee</b> Chief Dispatcher - Aeronautical Services	United Airlines	E-mail gen.schnee@united.com;
<b>Esther Eivinsen</b> Manager, Flight Dispatch Operations	Air Canada	E-mail esther.eivinsen@aircanada.ca;
<b>Ryan Wilson</b> Supervisor International Operations	Delta Air Lines	E-mail ryan.wilson@delta.com;
<b>Bob Oberstar</b> Supervisor - Delta Air Lines Flight Control	Delta Air Lines	E-mail robert.oberstar@delta.com;



<b>Name / Position Nombre / Puesto</b>	<b>Administration / Organization Administración / Organización</b>	<b>Telephone / E-mail Teléfono / Correo electrónico</b>
<b>William Rubiano</b> OCC	Delta Air Lines	E-mail William.rubiano@delta.com;
<b>Adam Davis</b> Air Traffic Systems Manager	UPS Airlines	E-mail aadavis@ups.com;
<b>NAVBLUE</b>		
<b>Craig McFarlane</b> Head of Flight Planning Compliance	NAVBLUE	E-mail craig.mcfarlane@navblue.aero;
<b>ICAO/OACI</b>		
<b>Julio Siu</b> Deputy Regional Director Director Regional Adjunto	North American, Central American and Caribbean Office (NACC) Oficina para Norteamérica, Centroamérica y Caribe (NACC)	E-mail jsiu@icao.int;
<b>Ernie Snyder</b> Regional Officer, Air Traffic Management and Search and Rescue Especialista Regional en Gestión del Tránsito Aéreo y Búsqueda y Salvamento	North American, Central American and Caribbean Office (NACC) Oficina para Norteamérica, Centroamérica y Caribe (NACC)	E-mail esnyder@icao.int;

**Attachment/Adjunto B**

**3rd Meeting of the NAM CAR Regional Airspace Optimization Team  
DRAFT REVISED AGENDA**

**27 January 2022**

<https://icao.zoom.us/meeting/register/tJl1deqprzkiEtauUDfxpQuvF-6JxgX98P0x>

1. Belize M208 plan
2. Route Proposals
3. WALKY Request Status
4. Introduction of Horizontal Free Route Airspace (FRA) Concept
5. Introduction of Vertical FRA Concept
6. Introduction of Ultra High FRA Proposal (Midnight operations)
7. Other Business

**3ª Reunión del Equipo Regional NAM/CAR de Optimización del Espacio Aéreo  
ORDEN DEL DÍA PROVISIONAL**

**27 de enero de 2022**

<https://icao.zoom.us/meeting/register/tJl1deqprzkiEtauUDfxpQuvF-6JxgX98P0x>

1. Plan Belice M208
2. Propuesta de rutas
3. Estado de la solicitud WALKY
4. Introducción al concepto de Espacio aéreo de rutas libres (FRA) horizontal
5. Introducción al concepto FRA vertical
6. Introducción de la propuesta FRA ultra alta (operaciones de medianoche)
7. Otros asuntos