

**SUMMARY OF DISCUSSIONS**  
**Joint Meeting of the North American, Central American and Caribbean Working Group (NACC/WG)**  
**Airspace Optimization Task Force**  
**and the 4th Meeting of the NAM CAR Regional Airspace Optimization Team**  
**Online, 24 March 2022**

*List of Participants*

67 participants from the NAM/CAR/SAM Regions attended the event, representing 14 NAM/CAR States, 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 airspace optimization as a continuous improvement process that assures all the best use and performance of the airspace, infrastructure, procedures and all the Air Traffic Management (ATM) mechanisms, benefiting all the different aviation participants from the users, the airlines, the States, the Air Navigation Service Providers (ANSPs) and all the aviation community. Now that the region is undergoing an active aviation recovery process after being greatly affected by the COVID-19 pandemic, the need for an optimization of the airspace is more evident. For this, he emphasized the discussion and work to accomplish for adjusting and functional organization on the airspace optimization matters.

The Meeting was informed on the recognition provided to airspace optimization activities from the GREPECAS/19 Meeting in November 2021. The current CAR/SAM ANP Vol III development and its link to the Airspace optimization activities were commented as part of the FRTTO Aviation System Block Upgrade (ASBU) module. Finally, the Meeting was informed of the support provided by the Project RLA/09/801 – Multi-Regional Civil Aviation Assistance Programme (MCAAP) for the deployment of a work plan on airspace optimization matters, highlighting the deliverable for the Concept of Operations (CONOPS)/Performance-Based Navigation (PBN) airspace concept document by 2022.

*Documentation*

The Meeting related documentation is available at the following link:

<https://www.icao.int/NACC/Pages/Meetings.aspx?year=2022&cM=01&cY=2022>

*Agenda Item 1:     **Role of the NAM CAR Regional Airspace Optimization Team in the North American, Central American and Caribbean Working Group (NACC/WG) Airspace Optimization Task Force and Future Activities***

1.1     The Secretariat presented on the changes taking place within the Airspace Optimization Task Force. The ICAO NACC website was shown, reflecting that the language referring to “PBN Task Force” needs to be updated to “Airspace Optimization Task Force”. In addition, the Terms of Reference (ToRs) for the Task Force has been updated, but may need to reflect the responsibilities of the CIIFRA (CADENA

IATA ICAO Free Route Airspace) Team. The other parts that will be updated include the work programme and membership.

1.2 A team chart was shown integrating the “NAM CAR Regional Airspace Optimization Team” into the NACC/WG Airspace Optimization Task Force, as well as changing the name to CIIFRA. This reflects the facilitators that are engaged in the optimization of the region’s airspace, CADENA, IATA and ICAO Free Route Airspace. The chart also referred back to ICAO’s PBN document 9613 describing some aspects of PBN implementation.

1.3 In this regard, the Meeting propose the following decision and draft conclusion:

<b>DECISION</b>	
<b>NAM/CAR AOT/04&amp;AOTF/1</b>	<b>NAME CHANGE OF THE NAM CAR REGIONAL AIRSPACE OPTIMIZATION TEAM</b>
<b>What:</b> That recognizing that NAM/CAR Airspace Optimization Team and Airspace Optimization Task Force names are too similar and lend themselves to confusion, and that CIIFRA accurately depicts the facilitating groups involved in airspace optimization notably CADENA, IATA and ICAO, the NAM/CAR Regional Airspace Optimization Team is changed to CIIFRA Team.	<b>Expected impact:</b> <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
<b>Why:</b> Provide a more accurate name to the Team and its activities	
<b>When:</b> Immediately	<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
<b>Who:</b> <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:	

<b>NAM/CAR AOT/04&amp;AOTF/02</b>	
<b>ICAO NACC WEBSITE UPDATE AND ENHANCEMENTS FOR AIRSPACE OPTIMIZATION TASK FORCE AND CIIFRA TEAM</b>	
<b>What:</b> That, Considering that the previous change of name from PBN Task Force was agreed to be changed to Airspace Optimization Task Force, and that several updates are to be reflected in the current work programme, Terms of Reference (ToRs) and membership of the Task Force (TF) and that it was agreed by TF Members that the NACC website should include an avenue that allows State and stakeholders to submit route proposals, to: <ol style="list-style-type: none"> <li>a) the Airspace Optimization TF Rapporteur and the ICAO Secretariat, through the ToR Ad hoc Group, draft an update TF Work Programme and ToRs to be submitted to TF for approval by 31 July 2022;</li> <li>b) ICAO ask the States to confirm membership on TF and CIIFRA by 1 June 2022; and</li> <li>c) ICAO to develop a proposal/ prototype of website application/ functionality to avenue of submitting route proposals by 1 June 2022</li> </ol>	<b>Expected impact:</b> <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical

<b>Why:</b> Provide a more accurate name to the Air Space optimization Team and its activities	
<b>When:</b> a) 31 July 2022 b) 1 June 2022 c) 1 June 2022	<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
<b>Who:</b> <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:	Airspace Optimization TF Rapporteur, CIIFRA Team

1.4 Following this, the slide showing the pathway to FRA was shown, highlighting the two tracks being used in the optimization of the region’s airspace. On the first track, optimization of end-to-end routes, metrics were shown highlighting the success thus far. On the 6 routes that are being utilized:

- 13,126 minutes flying time saved/year
- 2,583,088 lbs of fuel saved/year
- 3,702,477 Kg Co2 saved/year
- 2,107,410 USD saved/year
- 4,398 flights impacted/year

1.5 Once the 90 day test has been completed, the trial is extended out to a year. During this time, the CIIFRA team is working on getting the optimized routes into the Aeronautical information circular (AICs) of the appropriate areas.

**Agenda Item 2: Ad hoc Group Introduction**

2.1 United States introduced the CIIFRA Ad hoc Group that participated in the first FRA (Free Route Airspace) test. This included members from Colombia, Cuba, Ecuador, Jamaica, Panama, and Peru. This group met two times prior to the test and again after the test to review how the test went.

**Agenda Item 3: First FRA (Free Route Airspace) Test-Explanation of Process Results**

3.1 United States briefed on the first FRA trial that occurred on 24 and 25 February 2022. This was a Delta Airlines flight to and from between Atlanta and Lima. This flight was pre-coordinated with the States and thus not in the literal terms a “FRA” flight. Metrics were presented showing a combined (to and from) 15 minute savings over the original base route and a 4 minute savings over the optimized E2E route.

3.2 The next steps of the test include one round trip without pre coordination followed by three consecutive trips and then seven round trips. The first non-coordinated flights take place on the 24<sup>th</sup> and 25<sup>th</sup> of March. Cuba reiterated the need for coordination within the process and was reassured that was being accomplished.

3.3 IATA commented that this will be a long term project and even some airlines will have to invest to meet FRA requirements.

**Agenda Item 4: WALKY Request Status**

4.1 Not briefed

**Agenda Item 5: Route Proposals-NAM CAR Regional Airspace Optimization Team**

5.1 United States updated the Meeting on the current routes that are in “trial” status as well as the metrics on the savings achieved in their optimization. She also briefed on several potential routes from airlines such as Caribbean Airlines, Delta Airlines, FedEx, and American Airlines. The availability for requesting routes is open to all. The CIIFRA Team is leading the efforts to get the 12 routes that are in use or in coordination into the AIC/ Aeronautical information Publication (AIP).

5.2 ICAO then briefed that ICAO is looking at expanding the Task Force website to include a portal to allow for inputs of route requests. ICAO to add a link to the Task Force homepage that will lead to the group restricted access page and allow for route proposals to be submitted. The findings will be shared at the next meeting.

5.3 United States. then briefed on a proposal from IATA to consider the usage of Direct (DCT) routes. Airlines would have to collect and create the list of DCT’s they desire to have included in the AIC/AIP.

5.4 Cuba did have comments regarding the slide referring to DCT routes. They said they would have to look further into the concept, procedure for DCT routes and wanted to ensure it was known that there are specific routings that are required and cannot be deviated from such as going into Miami Center airspace. The airlines are going to develop a table/list of DCT waypoints that are important for their route planning and flight plan filing processes. These DCTs will then be entered into the ICAO Secure Portal SharePoint Website to be worked by the Airspace Optimization Task Force.

5.5 IATA commented that Brazil has begun using DCT routings.

**Agenda Item 6:           Route Proposals-North American, Central American and Caribbean Working Group (NACC/WG) Airspace Optimization Task Force**

6.1           The Rapporteur, Mr. Riaaz Mohammed, gave a briefing on the Proposal for Amendment (PfA) process prior to briefing on the route proposals from PIARCO and Trinidad and Tobago. Mark Rios from SWA asked when PfA are required; ICAO responded that any regional agreement to be reflected in the ANP requires a PfA.

6.2           Cuba reiterated that there are many agencies and States involved and great attention must be paid coordination. Good and bad practices must be lessons so as not to repeat mistakes.

6.2           There were four route proposals by the States briefed. The first two briefed by the Rapporteur and the second two briefed by ICAO.

1. UM402 extension to replace UL205-Trinidad and Tobago
2. PIARCO and Maiquetia RNAV 5-PIARCO
3. Extension of UL343 from SATOE to MALVN- Dominican Republic
4. Cancun arrivals over PAULI-SENEAM

6.3           These routes were introduced and explained with no objections.

6.4           The process of entering Proposals for Amendments on these routes will now begin.

**Agenda Item 7:           Performance-Based Navigation (PBN) and Air Navigation Course Availability**

7.1           The Meeting ended on a presentation by Mr. Pedro Avella, Technical Cooperation Bureau, ICAO Headquarters, on the PBN courses available from ICAO. He introduced the training catalogue as well as how to access it and find PBN based courses.

7.2           The States were encouraged to pursue any training that may benefit them.

**Agenda Item 8           Other Business**

8.1           The next meeting was proposed to be held on line on 23 May, and the 6<sup>th</sup> Meeting is expected to be an in person meeting taking place in Miami in the June/July timeframe. ICAO explained that MCAAP funding was going to be available for assistance those members requiring it.

**Summary/Conclusions**

The conclusions from this meeting were that the Airspace Optimization Team is now renamed CIIFRA Team in order to prevent any confusion with the Airspace Optimization Task Force. The CIIFRA Team is now a part of the Airspace Optimization Task Force and will be responsible for the region's airspace optimization. The Task Force will still be responsible for all PBN aspects as well as the support required in the Airspace Optimization. As a result of this integration, the web page for the Task Force will be updated as well as the work programme and membership. Updated items will be introduced-proposed at the next Task Force meeting which is anticipated to be in person in late June early July timeframe.



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

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**ATTACHMENT/ADJUNTO A**

**Joint Meeting of the North American, Central American and Caribbean Working Group (NACC/WG) Airspace Optimization Task Force and the 4th Meeting of the NAM CAR Regional Airspace Optimization Team  
Reunión del Grupo de Tarea Optimización del Espacio Aéreo del Grupo de Trabajo de Norteamérica, Centroamérica y Caribe (NACC/WG) en conjunto con la 4ª Reunión del Equipo Regional NAM/CAR de Optimización del Espacio Aéreo**

Online, 24 March 2022 / En línea, 24 de marzo de 2022

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3. Roderick A. Oliver

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5. Ricardo Martínez  
6. Jorge Martínez

**CURACAO/CURAZAO**

7. Jacques Lasten

**DOMINICAN REPUBLIC/REPÚBLICA DOMINICANA**

8. Julio Mejía  
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10. Eduardo Tejada

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11. Enio Hernandez  
12. José Ávila

**HAITI**

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14. Philippe Riche  
15. Farano Dasy  
16. Loudieu Severe  
17. Raymond Louis

18. Jean-Louis Gabart

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20. Tameka Williams

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25. Samuel Arroyo  
26. Guillermo Manzo  
27. Abraham Velázquez  
28. Andrés Román  
29. Mario Dávalos  
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31. José Ortíz  
32. Daniel Díaz

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35. Lynden Leonce

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37. Curtis Peters  
38. Ellison Ramlogan  
39. Robert Rooplal

- 40. Arion Wallen
- 41. Ian Gomez
- 42. Alexis Brathwaite

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- 43. Tommy Brown

**UNITED STATES/ESTADOS UNIDOS**

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- 45. Midori Tanino
- 46. Raul Chong
- 47. Jorge Chades
- 48. Vincent McMenamy
- 49. Norma Campos

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- 51. Mark Rios

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- 62. Ryan Wilson
- 63. Bob Oberstar
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**ATTACHMENT/ADJUNTO B**

**JOINT MEETING OF THE NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN WORKING GROUP  
(NACC/WG) AIRSPACE OPTIMIZATION TASK FORCE AND  
THE 4TH MEETING OF THE NAM CAR REGIONAL AIRSPACE OPTIMIZATION TEAM**

**DRAFT AGENDA**

**24 March 2022**

[https://icao.zoom.us/meeting/register/tJArfu2uqzWjHNBxsNXuvtAleT5\\_LnCllcyC](https://icao.zoom.us/meeting/register/tJArfu2uqzWjHNBxsNXuvtAleT5_LnCllcyC)

1. Role of the NAM CAR Regional Airspace Optimization Team in the North American, Central American and Caribbean Working Group (NACC/WG) Airspace Optimization Task Force and Future Activities
2. Ad hoc Group Introduction
3. First FRA (Free Route Airspace) Test-Explanation of Process Results
4. WALKY Request Status
5. Route Proposals-NAM CAR Regional Airspace Optimization Team
6. Route Proposals-North American, Central American and Caribbean Working Group (NACC/WG) Airspace Optimization Task Force
7. Performance-Based Navigation (PBN) and Air Navigation Course Availability
8. Other Business

**REUNIÓN DEL GRUPO DE TAREA OPTIMIZACIÓN DEL ESPACIO AÉREO DEL GRUPO DE TRABAJO DE  
NORTEAMÉRICA, CENTROAMÉRICA Y CARIBE (NACC/WG)  
EN CONJUNTO CON LA  
4ª REUNIÓN DEL EQUIPO REGIONAL NAM/CAR DE OPTIMIZACIÓN DEL ESPACIO AÉREO**

**ORDEN DEL DÍA PROVISIONAL**

**24 de marzo de 2022**

[https://icao.zoom.us/meeting/register/tJArfu2uqzWjHNBxsNXuvtAleT5\\_LnCllcyC](https://icao.zoom.us/meeting/register/tJArfu2uqzWjHNBxsNXuvtAleT5_LnCllcyC)

1. Papel del Equipo Regional NAM/CAR de Optimización del Espacio Aéreo dentro del Grupo de Tarea Optimización del Espacio Aéreo del Grupo de Trabajo de Norteamérica, Centroamérica y Caribe (NACC/WG) y acciones futuras
2. Presentación del Grupo Ad hoc
3. Primera prueba Espacio aéreo de rutas libres (FRA) –Explicación de los resultados del proceso
4. Estado de la solicitud WALKY
5. Propuestas de rutas del Equipo Regional NAM/CAR de Optimización del Espacio Aéreo
6. Propuestas de rutas del Grupo de Tarea Optimización del Espacio Aéreo del Grupo de Trabajo de Norteamérica, Centroamérica y Caribe (NACC/WG)
7. Disponibilidad del Curso Navegación Basada En La Performance (PBN) y Navegación Aérea
8. Otros asuntos