



Agenda Item 4: Report on GESEA activities and deliverables and Subgroups

GESEA/SG/1 PLANESPA ACTION PLAN

(Presented by the Coordinator of PLANESPA SG/1)

SUMMARY

This working paper presents the progress of the GESEA/SG/1 PLANESPA action plan and recommends actions by States in order to make in the necessary progress regarding flexible routing and terminal operations (FRTO), operational letters of agreement and ATC contingency plans.

References:

- Doc. 10209 – Report of the Fourteenth Air Navigation Conference;
- GREPECAS/22 meeting report;
- SAM/IG/32 meeting report; and
- GESEA/PLANESPA/7 and GESEA/8 summary reports.

1. Background

1.1 The 14th Air Navigation Conference highlighted several aspects related to the GESEA/PLANESPA action plan, mainly the implementation of free-route airspace (FRA) and the uniform and optimised application of 10 NM longitudinal separation in the continental airspace, and 30 NM in the oceanic airspace. In this regard, the Conference formulated two recommendations that should be used to guide the work of the GESEA/SG PLANESPA:

Recommendation 3.1/1 - Draft 30/10 - Optimised application of longitudinal separation minima

That States:

- a) *as part of the **regional planning and implementation group** processes, actively collaborate with neighbouring States to implement Project 30/10 - implementation of longitudinal separations of 55.5 km (30 NM) or less in ocean and remote airspace, and 19 km (10 NM) or less elsewhere;*

That ICAO:

- b) ***develop action plans** through the regional planning and implementation groups for the execution of the Project 30/10;*
- c) *monitor and promote interregional collaboration for the harmonised implementation of the Project 30/10; and*
- d) *consider other minimum service level procedures, through a framework, for application in ocean and remote airspace.*

Recommendation 3.1/4 – Free route airspace***That States:***

- a) *actively work with neighbouring States to implement free route airspace; and*

that ICAO:

- b) *develop provisions and guidance texts for the harmonised implementation of free route airspace, including between regions and airspace boundaries.*

1.2 Conclusion GREPECAS/22/6 has highlighted the need for joint work between the CAR and SAM Regions in the implementation of FRTO, through the adoption of the following documents:

- a) CAR/SAM Airspace Optimisation Programme - NEOSPACE-1 Project, Version 1.0 (GREPECAS/22-WP/19, Appendix D);
- b) Overarching document " "Harmonized Horizons: Airspace Optimisation in CAR-SAM Regions"" (GREPECAS/22-WP/19, Appendix C); and
- c) CAR/SAM guide for the implementation of improved operations through enhanced en-route trajectories (FRTO) (GREPECAS/22-WP/19, Appendix A).

1.3 The GREPECAS/22 meeting also discussed the following important issues for the work in progress by GESEA PLANESPA:

- a) Conclusion GREPECAS/22/7 - Evaluation process of the new airspace concepts;
- b) Conclusion GREPECAS/22/8 - Digital airspace system analysis (DASA) workshop in Brazil; and
- c) Conclusion GREPECAS/22/5 - Harmonization of the regional CAR/SAM ATM contingency management framework

1.4 The SAM/IG/32 meeting formulated the following conclusions, which are key to the development of GESEA PLANESPA activities:

- a) Conclusion SAM/IG/32-01 - Support for the harmonized project NEOSPACE-1 (version 1.0) and its supporting documents;
- b) Conclusion SAM/IG/32-02 - Adoption of the airspace planning guide manual for the SAM Region; and
- c) Conclusion SAM/IG/32-03 - Adoption of the guide for the preparation, updating and approval of operational letters of agreement for air traffic services (ATS LOA) -.

1.5 With regard to the GESEA/8 and GESEA/ PLANESPA/7 meetings, the following actions were established to guide the activities of GESEA/PLANESPA:

- a) GESEA/8/2 - Coordinated by the Secretariat, Brazil and IATA, to organize an event to disseminate the airport efficiency programme that is making progress in Brazil. Tentative date: 23 April 2025 (Ref. Action S30/10);
- b) GESEA/8/4 - GESEA SG/1 observes the joint activities and collaborative work of Argentina and Uruguay for the implementation of the TMA BAIRENS airspace. That GESEA provides the support that both parties require, by consensus (Ref. Action S31/04);

- c) GESEA/8/5 – GESEA/SG/1 addresses activities on the GANP NAVS-B0/4 Navigation Minimal Operating Networks (Nav. MON), within the scope of the States ATM contingency plans. That Brazil submits a working paper on the subject at SAM/IG/33 (Ref. Action S29/09);
- d) GESEA/8/6 - Coordinated by IATA and the Secretariat, to promote support of the EU LAC project, for the support of an expert from Eurocontrol, to develop a workshop in the Region and/or develop FRTO guidance material with emphasis on FRA;
- e) GESEA/8/7 – SG/1 and the Secretariat prepare the following studies and deliverables to support the tasks of the FRTO WG:
 - The longitudinal separation tables that were prepared at SAM North and SAM South meetings in 2022 are updated to 2025, and
 - Data from the Tables and Coverage Diagrammes for VHF Pilot-Controller (COMM) and Surveillance Communications (ATS SURV) are prepared and delivered, based on the model developed by the Secretariat. A Letter is sent to the States for the fulfilment of this deliverable; and
- f) GESEA/8/8 - That States complete the coordination and subscription of the ATS LOA pending updating. That the use of the guide approved by SAMIG/32 be promoted for the new ATS LOA or for those that will be updated. That the States complete the harmonization of the ATS contingency plans with the adjacent ATS units, and that they be integrated into the activities promoted by ICAO for a new global and regional framework (RCAF) for ATM contingencies.

2. FRTO implementation

2.1 Since GESEA/8 – GESEA/PLANESPA/7, the FRTO working group has held four meetings to discuss the FRTO action plan in **Appendix A** to this working paper. **Appendix B** presents the implementation of user preferred routes (UPR), and **Appendix C** the implementation of strategic direct routings (SDR).

2.2 The FRTO group has discussed SDR, phase 2, in the Pacific, with expansion in the Lima, Antofagasta, Santiago and Santiago Oceanic FIRs. In addition, Colombia has proposed expansion in the FIR Bogota, which depends on coordination with the FIR Panama. Flight plan (FPL) tests were carried out between the FIR Guayaquil, Lima, Antofagasta and Santiago Oceanic, which indicated that the operation of the floating points in the flight plans did not present any inconvenience for the processing of the Indra and Thales surveillance systems, including the ATS interfacility data communications (AIDC). However, the use of LAT/LONG is still a challenge for a future FRA cross-border with greater flexibility.

2.3 Another important issue in SDR expansion in the Pacific is its application in the Oceanic airspace (without VHF and ATS surveillance coverage). The possibility of SDR application with automatic dependent surveillance-contract/controller/pilot data link communications (ADS-C/CPDLC) is being evaluated, which may be affected because not all aircraft are equipped with ADS-C/CPDLC, mainly narrowbody aircraft.

2.4 With regard to the monitoring of the UPR/SDR/FRA implementation in the South American Region, it has been observed that there has been no additional progress since the implementation of the SDR in the Bogota, Guayaquil and Panama FIRs on 28 November 2024.

2.5 There are UPR tests being performed in some SAM States. It is expected that after the tests are carried out, the procedures of use and the routes themselves will be published in accordance with the CAR/SAM guide for FRTO implementation approved by GREPECAS. The UPR implementation status in the SAM Region is attached as Appendix B to this working paper.

2.6 In relation to the SDR, it is observed that there is greater implementation, which, however, can be significantly expanded. There are FIRs with full implementation (Amazonica, Georgetown and Paramaribo), as well as some that implemented in most of their airspace, excluding the portions with the highest volume/complexity of air traffic (Brasilia, Curitiba and Recife), or for issues related to ATS surveillance (Maiquetia). There are FIRs in the process of evaluating the feasibility of expanding the SDR in the Pacific, as mentioned above (Bogota, Lima, Panama, Antofagasta and Santiago). The SDR deployment status in the SAM Region is attached as Appendix C to this working paper.

2.7 FRA implementation should be furthered by an update of the FRTO CAR/SAM guidance material and/or development of a SAM FRA CONOPS. In this regard, it is important to consider the material published by Brazil (PCA 351-6 – FRA CONOPS), as well as the Eurocontrol reference documentation on the subject, in order to advance in such implementation in the SAM Region. In this regard, a webinar will be held with an Eurocontrol expert, on 3 September 2025, with the aim of deepening the knowledge of Eurocontrol's strategy in FRA implementation. In addition, it is expected to have the support of this expert for the updating of the FRTO guidance material and/or preparation of the SAM FRA CONOPS.

2.8 The FRTO action plan indicates the need for SAM States to develop their FRTO strategic planning with a view to enabling better regional coordination. Such planning should be integrated with other initiatives, such as expansion of VHF coverage/ATS surveillance, probably with the use of ADS-B, re-sectorisation of FIR/TMAs, human resources, etc.

2.9 With regard to VHF coverage/ATS surveillance, as well as ATC system functionalities (MTCO, trajectory conformance) and other issues related to airspace planning, the Secretariat has sent letter LT 11/3.1. SA272 2025 - NT-N1-2, N1-2.7 & N1-2.8, E.OSG-NACC116216 of 18 June 2025, in a joint NACC/SAM initiative, under the GREPECAS Neospace-1 Project.

2.10 This letter requests the following information from the States, which is key to the development of airspace planning activities, mainly FRTO, and the implementation of the corresponding CNS infrastructure:

- a) Review the airspace capacity table;
- b) Complete or update all relevant fields in the table;
- c) Provide a list of international terminal control areas (TMAs), implemented with continuous climb operations (CCO) procedures/departure routes and continuous descent operations (CDO) procedures/arrival routes or, where applicable, the planned implementation of CCOs and CDOs.
- d) Indicate any planned upgrades or developments (if applicable); and
- e) Provide very high frequency (VHF) and ATS surveillance coverage maps at flight level (FL) 100, FL250 and FL290.

2.11 The above-mentioned letter and the airspace capacity table are attached as **Appendix D** and **Appendix E**, respectively to this working paper.

3. **ATS letters of agreement (LOA)**

3.1 The optimisation and harmonisation of the content/processing of the ATS letters of agreement is essential for the implementation of the harmonised ATS contingency plans, as well as other relevant operational activities, such as FRTO implementation, AIDC applications, optimisation of longitudinal separation, etc. In this sense, it is important to note that SAM/IG/32 meeting approved the Guide for the preparation, updating and homologation of operational letters of agreement for air traffic services (ATS LOA). Until the GESEA/PLANESPA/7 meeting, the technical framework of the aforementioned Guide was only applied in the preparation of the Bolivia – Paraguay ATS LOA. Brazil explained its regulatory limitation for the digital signature of ATS LOAs, which also exists in other States, however, it was clarified that the handwritten signature can be made in the LOAs.

3.2 At GESEA/PLANESPA/7, the Secretariat revised the matrix of 74 ATS LOAs of the Region, not including the letters with the adjacent regions (CAR, APAC, AFI). Overall, compliance with the letter of agreement update within the SAM Region was close to 95%.

3.3 Some ATS LOA are practically completed since 2024, but coordination must be resumed to complete the respective signing. It was noted that there are two cases of ATS LOA that are very backward in the Region. The importance of the ATS LOA between Montevideo ACC and ACC Recife in charge of the FIR Atlantico, for ocean operations, which has not been previously signed, was highlighted upon.

3.4 The ATS LOA matrix of the Region is available at the following link:

<https://oaci.sharepoint.com/sites/SAM-CAR-ANS-GESEA/Shared%20Documents/Forms/AllItems.aspx?id=%2Fsites%2FSAM%2DCAR%2DANS%2DGESEA%2FShared%20Documents%2FGESEA%2FGESEA%20PLENARIO%2FGESEA%5F8%20MAR%202025%2FLOA%20ATS%20SAM%2F%5FMATRIZ%20CARTAS%20SAM%20marz%202025%20x%20GESEA%208%2Epdf&parent=%2Fsites%2FSAM%2DCAR%2DANS%2DGESEA%2FShared%20Documents%2FGESEA%2FGESEA%20PLENARIO%2FGESEA%5F8%20MAR%202025%2FLOA%20ATS%20SAM>

4. **ATS contingency plans**

4.1 At GREPECAS/22, the meeting was informed that ICAO is currently working on the harmonisation of the ATM contingency management framework used in all ICAO regions. For this harmonisation, the Asia-Pacific (APAC) ATM contingency management framework has been taken as a reference. In this regard, the consensus among the ICAO Regional Offices and ICAO Headquarters was that the revised APAC ATM contingency management framework should be used as a reference to promote a global harmonisation of ATM contingency arrangements between States, in order to ensure the continuity of international air traffic. The revised APAC Region ATM contingency management framework and the recommendations of the ICAO APAC/MID ATM Contingency Planning Workshop will be submitted to the APAC Regional Planning and Implementation Group (PIRG) for approval.

4.2 To support actions for the harmonisation of the CAR/SAM ATM contingency management framework, the following Conclusion was adopted:

CONCLUSION GREPECAS/22/5		HARMONIZATION OF THE REGIONAL CAR/SAM ATM CONTINGENCY MANAGEMENT FRAMEWORK	
What: That, to promote global harmonization of the CAR/SAM ATM contingency management framework, the Secretariat, a) organize a workshop in 2025 to develop a CAR/SAM ATM Contingency management Framework (RACF). The CAR/SAM RACF should be based on the APAC/MID RACF and presented to GREPECAS/23 for endorsement; and b) request the CAR/SAM States to take action to harmonize their contingency plans with neighbouring States' adjacent ATS units and report it to GREPECAS/23.		Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	
Why: To implement global harmonization of the CAR/SAM ATM contingency planning framework in the CAR/SAM Regions			
When:	Report to GREPECAS/23	Status:	<input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
Who:	<input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:	NACC and SAM Regional Offices	

4.3 During the GESEA/SG/1 PLANESPA/7 meeting, note was taken on the important progress made within the SAM Region regarding the promulgation of ATS contingency plans, which were prepared based on the ATS Contingency Framework Plan (MCATS) promoted by GESEA-SAM/IG. The harmonisation of Argentina's contingency plans is still pending.

4.4 In accordance with Action GESEA/8/8, States are expected to complete the coordination and subscription of the ATS LOA pending updating, with the application of the guide approved by SAMIG/32 for the new ATS LOA, or for those that will be updated. In addition, that the States complete the harmonisation of the ATS contingency plans with adjacent ATS units, and that they be integrated into the activities promoted by ICAO for a new global and regional contingencies ATM framework (RCAF).

5. Suggested action

5.1 The meeting is invited to:

- a) Take note of the information contained in this working paper;
- b) Request SAM States to develop or update integrated ATM planning for FRTO implementation, including the application and/or expansion of UPRs and SDRs;
- c) Urge SAM States to publish SDRs and UPRs in their AIPs, respectively in ENR 2.2 and 3.5;
- d) To request the SAM States, which have not yet done so, to send the information requested in letter LT 11/3.1. SA272 2025 - NT-N1-2, N1-2.7 & N1-2.8, E.GSO-NACC116216, 18 June 2025;
- e) Promote the application of the Guide for the preparation, updating and approval of operational letters of agreement for Air Traffic Services (ATS LOA), with a view to optimising the content and processing of LOAs related to contingency procedures ATS, FRTO, AIDC, Longitudinal separation optimisation, etc.; and

- f) To urge the SAM States to complete the coordination and subscription of the ATS LOAs pending updating, with the application of the ATS LOA Guide, and to complete the harmonisation of the ATS Contingency Plans with the adjoining ATS units.

APPENDIX A

FLEXIBLE ROUTING AND TERMINAL OPERATIONS (FRTO) ACTION PLAN

ACTIVITY	RESPONSIBLE	START DATE	END DATE	STATUS	REMARKS
1. UPR/SDR/FRA Implementation	GT FRTO				
1.1. Monitoring the implementation status of UPRs in the SAM Region	GT FRTO	May 23	TBD	In progress	See tracking table
1.2. Tracking the strategic direct routing (SDR) implementation status in the SAM Region	GT FRTO	May 23	TBD	In progress	See tracking table
1.3. Monitoring the status of free route airspace (FRA) implementation in the SAM Region	GT FRTO	May 23	TBD	In progress	See tracking table
1.4. Verify feasibility of digital airspace system analysis (DASA) implementation for regional UPRs	GT FRTO	May 25	TBD	In progress	Ref. CONCLUSION GREPECAS/22/8 DASA Workshop: Lima, 9-13 June
1.5. Expand SDR cross border airspaces with and without the application of "floating points".	GT FRTO	March 25	TBD	In progress	Phase 1 Pacific SDR implemented in November 2024. Phase 2 planned to include Lima, Antofagasta and Santiago FIRs.
1.6. Verify feasibility of FRA implementation in selected FIRs	GT FRTO	March 25	TBD	In progress	
2. Documentation	GT FRTO	March 25	TBD	In progress	
2.1. Develop FRTO Implementation Guide, Version 2	GT FRTO	March 25	TBD	In progress	Support RLA 06/901 Ref: Conclusion GREPECAS/22/6
2.2. Produce CAR/SAM FRA CONOPS	GT FRTO	March 25	TBD	In progress	Support RLA 06/901

ACTIVITY	RESPONSIBLE	START DATE	END DATE	STATUS	REMARKS
2.3. Set a goal for SDR and FRA implementation in the next 5 years	GT FRTO	March 25	TBD	In progress	
2.4. Develop and disseminate national FRTO implementation strategy	States	March 25	TBD	In progress	
2.5. Develop a guide for the development of a national FRTO implementation strategy.	GT FRTO				
3. FRTO Publication					
3.1. Review aeronautical publication model for UPR, SDR and FRA implementation	GT FRTO	March 25	TBD	In progress	Part of the FRTO guide
3.2. Harmonize UPR, SDR and FRA publications	SAM States	March 25	TBD	In progress	SDR publishing in AIP ENR 2.2 and UPR in AIP ENR 3.5. FRA based on the Eurocontrol model
4. CNS Infrastructure	GT FRTO	March 25	TBD	In progress	
4.1. Evaluate the implementation status of the requirements for implementation FRTO B0/1 and B1/1 (ATS Surveillance Coverage, VHF Coverage, MTCN, Trajectory Monitoring)	GT FRTO	March 25	TBD	In progress	
4.2. Perform FPL processing tests for SDR and FRA cross-border environments with and without "floating points". Check for interference with AIDC	GT FRTO	March 25	TBD	In progress	

ACTIVITY	RESPONSIBLE	START DATE	END DATE	STATUS	REMARKS
5. Support Metrics and Key Performance Indicators					
5.1. Set support metrics					
5.2. Develop interactive map with SDR and FRA airspaces					
5.3. Establish key performance indicators	GT FRTO	March 25	TBD	In progress	
5.4. Verify the feasibility of implementing the methodology used in Brazil	GT FRTO	March 25	TBD	In progress	Ref. Conclusion GREPECAS/22/7
6. Longitudinal separation between aircraft					
6.1. Track the implementation status of longitudinal separation with a view to achieving 30/10NM separation	GT FRTO	March 25	TBD	In progress	

APPENDIX B

USER PREFERRED ROUTES (UPR) STATUS OF IMPLEMENTATION IN THE SOUTH AMERICAN REGION

STATE	FIR	STATUS OF IMPLEMENTATION	STATUS OF PUBLICATION	REMARKS
Argentina	Comodoro Rivadavia	Not implemented		
	Cordoba	Not implemented		
	Ezeiza	Not implemented		
	Mendoza	Not implemented		
	Resistencia	Not implemented		
Bolivia	La Paz	Not implemented		
Brazil	Amazónica	Implemented	Published	AIP ENR 3.5
	Atlántico	Not implemented		Oceanic airspace
	Brasilia	Implemented	Published	AIP ENR 3.5
	Curitiba	Implemented	Published	AIP ENR 3.5
	Recife	Implemented	Published	AIP ENR 3.5
Chile	Antofagasta	Not implemented		
	Isla de Pascua	Not implemented		
	Puerto Montt	Not implemented		
	Punta Arenas	Not implemented		
	Santiago	Not implemented		
Colombia	Barranquilla	Not implemented		
	Bogotá	Not implemented		
Ecuador	Guayaquil	Not implemented		
Guyana	Georgetown	Not implemented		

STATE	FIR	STATUS OF IMPLEMENTATION	STATUS OF PUBLICATION	REMARKS
French Guiana (France)	Cayenne	Not implemented		
Panama	Panamá	Partially implemented	Partially published	AIC 03 – 01 MAR 23 Only segment BUSMO DCT SIRIL (NW one way flow)
Paraguay	Asunción	Not implemented		
Peru	Lima	Partially implemented	Partially published	AIC 10 – 08 SEP 22 Only routes KATL/SPJC and SPJC/KATL
Suriname	Paramaribo	Not implemented		
Uruguay	Montevideo	Not implemented		
Venezuela	Maiquetia	Implemented	Partially published	AIP SUP 04 – 16 May 24

Notes:

1. Status of Implementation: the following options were considered
 - a) Implemented: In case of enabling the implementation of multiple UPRs.
 - b) Partially implemented: When a limited number of routes have been implemented.
 - c) Trial: When a trial process has been initiated for a determined period of time.
 - d) Not implemented: In all other situations.
 - e) Not applicable. Include reason.

2. Status of Publication:
 - a) Published: If the publication was made in AIP ENR 3.5.
 - b) Partially published: If the publication was made in another manner. Include reference to the corresponding aeronautical publication in remarks.

APPENDIX C

STRATEGIC DIRECT ROUTING (SDR) STATUS OF IMPLEMENTATION IN THE SOUTH AMERICAN REGION

STATE	FIR	STATUS OF IMPLEMENTATION	STATUS OF PUBLICATIONS	REMARKS
Argentina	Comodoro Rivadavia	Not implemented		
	Cordoba	Not implemented		
	Ezeiza	Not implemented		
	Mendoza	Not implemented		
	Resistencia	Not implemented		
Bolivia	La Paz	Not implemented		
Brazil	Amazónica	Implemented	Published	AIP ENR 2.2 – full FIR
	Atlántico	Not implemented		Oceanic airspace
	Brasilia	Implemented	Published	AIP ENR 2.2 – 25 JAN 24 Most of the FIR, except for regions of high complexity/air traffic volume.
	Curitiba	Implemented	Published	AIP ENR 2.2 Most of the FIR, except for regions of high complexity/air traffic volume.
	Recife	Implemented	Published	AIP ENR 2.2 Most of the FIR, except for regions of high complexity/air traffic volume.
Chile	Antofagasta	Partially implemented	Published	AIP ENR 2.2 – portion of the FIR
	Isla de Pascua	Not implemented		Oceanic airspace
	Puerto Montt	Not implemented		
	Punta Arenas	Not implemented		
	Santiago	Partially implemented	Published	AIP ENR 2.2 – portion of the FIR
Colombia	Barranquilla	Not implemented		

STATE	FIR	STATUS OF IMPLEMENTATION	STATUS OF PUBLICATIONS	REMARKS
	Bogotá	Partially implemented	Partially published	AIC 08 – 28 NOV 24 – portion of the FIR
Ecuador	Guayaquil	Partially implemented	Partially published	AIP SUP 11 – 31 OCT 24 – portion of the FIR
Guyana	Georgetown	Implemented	Partially published	AIP ENR 1.10 – 23 JUN 16 – full FIR
French Guiana (France)	Cayenne	Partially implemented (FRA)	Partially published	AIP ENR 2.2 – 20 APR 23 – most of the FIR – oceanic airspace
Panama	Panama	Partially implemented	Partially published	AIP SUP 14 – 31 OCT 24 – portion of the FIR
Paraguay	Asunción	Not implemented		
Peru	Lima	Partially implemented	Partially published	AIP SUP 08 – 23 MAY 25 – portion of the FIR
Suriname	Paramaribo	Implemented	Partially published	AIP SUP 01 – 22 JAN 24 – full FIR
Uruguay	Montevideo	Not implemented		
Venezuela	Maiquetía	Partially implemented	Partially published	AIP SUP A03 – 16 MAY 25 Only regions that do not have ATS surveillance coverage are missing

Notes:

1. Implementation status: the following options were considered
 - a) Implemented: In case of implementation in the full FIR or where the most complex/air traffic volume part has been excluded. To be considered implemented there must be an aeronautical information publication.
 - b) Partially implemented: When implemented in a portion of the airspace.
 - c) Trial: When a trial process has been initiated for a determined period of time.
 - d) Not implemented: In all other situations.
 - e) Not applicable. Include reason.
2. Publication status:
 - a) Published: If publication was made in AIP ENR 2.2.
 - b) Partially published: If the publication was made in another manner. Include reference to the corresponding aeronautical publication in remarks.



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авиации

منظمة الطيران
المدني الدولي

国际民用
航空组织

When replying please quote:

Ref.: LT 11/3.1. SA272 2025 NT-N1-2, N1-2.7 & N1-2.8, **E.OSG-NACC116216**

7 August 2025

To: Mr. Yves Tatibouet, Regional Director of Civil Aviation Authority (DSAC)
for French Antilles and French Guiana
Mr. Francis Preux, Director, French West Indies and French Guiana, Air Navigation
Services
Lt. Col. Egbert Field, Director General, Guyana Civil Aviation Authority
H.E. Uraiqit H. Ramsaran, Minister of Transport, Communication and Tourism,
Suriname

Subject: **Request for Updated Information on Airspace and Capabilities**

Action

Required: **Review, complete, and return the updated airspace and capability chart by 29 August 2025**

Dear Sir/Madam,

In support of regional planning initiatives and modernization efforts, the ICAO NACC and SAM Regional Offices are conducting an update on airspace and airport capabilities across the NAM, CAR, and SAM Regions. This initiative builds on previously collected data with the following objectives:

- Establish a current baseline of each State's operational capabilities.
- Identify gaps or areas for improvement in both en-route and terminal environments.
- Align regional infrastructure to support the NEOSPACE Project and facilitate a seamless transition to Free Route Airspace (FRA) and harmonized 10 NM longitudinal separation minima, respectively in accordance with recommendations of 14th ICAO Air Navigation Conference 3.1/1 – Project 30/10 - Optimized implementation of longitudinal separation minima and 3.1/4 – Free route airspace.
- Develop regional dashboards, interactive maps, and other visual tools to enhance planning transparency and data analysis.

In this regard, States and Territories are invited to:

1. Review the **attached** Airspace and Capability Chart;
2. Complete or update all relevant fields;
3. Provide a list of international Terminal areas (TMA), implemented with Continuous Climb Operations (CCOs) procedures/departure routes and Continuous Descent Operations (CDOs) procedures /arrival routes or, where applicable, the planned CCO and CDO implementation.
4. Indicate planned upgrades or developments (where applicable); and

5. Provide Very High Frequency (VHF) and Air Traffic Service (ATS) surveillance coverage maps at Flight Level (FL) 100, FL250 and FL290.

The information you provide will:

- contribute to a realistic and data-driven roadmap for airspace modernization;
- enhance decision-making for collaborative projects such as Air Traffic Flow Management (ATFM), Performance-Based Navigation (PBN), FRA, implementation of 10 NM longitudinal separation minima and contingency planning; and
- enable more effective cross-border coordination and situational awareness.

Please complete the attached Excel file and return it to jgonzalez@icao.int and fhermoza@icao.int by **29 August 2025**. If clarification is needed, do not hesitate to reach our office for support.

We sincerely thank you for your continued collaboration in advancing a safer, more efficient, and performance-based airspace structure for the NAM, CAR, and SAM Regions.

Accept, Sir/Madam, the assurances of our highest consideration.



Fabio Faizi Rahnemay Rabbani
Regional Director
ICAO South American (SAM)
Regional Office



Christopher Barks
Regional Director
ICAO North American, Central American
and Caribbean (NACC) Regional Office

Enclosure: *LAC Airspace and Airport Capability Chart (Excel)*

CC: Mr. René Précope, Deputy Director, Antilles-Guyane, French Antilles
Mr. Alain Kerhascoet, Head of French Guiana Air Control Centre Cayenne-Félix Eboué Airport, Head of the Aircraft Search and Rescue RCC
Mr. Frederic Danlouox, Deputy Director, French West Indies and French Guiana ANS
Mr. Damien Cazé, Director General of Civil Aviation, France
Mrs. Estrea Noordzee, Permanent Secretary, Directorate of Transport, Suriname
Mrs. Cindy Toemin, Acting Head of Civil Aviation Department, Suriname
Mr. Brian de Souza, Director a.i, Civil Aviation Safety Authority Suriname, CASAS, Suriname
Mr. Marcus Doller, Air Safety Support Intl. (ASSI), United Kingdom
Mr. Bruce D’Ancey, Policy Specialist, Flight Ops, Air Safety Support International (ASSI), United Kingdom

ICAO EUR/NAT (For retransmission to DGAC France)

