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Ref.: NT- NE57-3 — **E.OSG-NACC117600**

15 January 2026

To: States, Territories and International Organizations

Subject: **Summary of Discussions – First Meeting of the North American, Central American and Caribbean Working Group (NACC/WG) Airspace Management and Capacity Balancing Task Force and Tenth Meeting of the CANSO IATA ICAO Free Route Airspace Team (AMCB/TF/1/CIIFRA/10)**  
Mexico City, Mexico, 22 to 26 September 2025

Action

Required: **Your comments/approval by 31 January 2026**

Dear Sir/Madam,

Please find enclosed the draft Summary of Discussions (SoD) of the First Meeting of the North American, Central American and Caribbean Working Group (NACC/WG) Airspace Management and Capacity Balancing Task Force and the Tenth Meeting of the CANSO IATA ICAO Free Route Airspace Team (AMCB/TF/1/CIIFRA/10), held at the ICAO NACC Regional Office, Mexico City, Mexico, from 22 to 26 September 2025.

Please note that the main outcomes for this meeting were:

- 1) **Flight Information Region (FIR) Boundary Data and Regional Database Update:** States agreed to validate and submit updated FIR boundary coordinates by 31 December 2025 to ensure harmonized regional data for Free Routes Airspace (FRA) and contingency planning.
- 2) **Operations Centre Trials in Trinidad and Tobago:** Trinidad and Tobago, in coordination with ICAO, CANSO and IATA will initiate command centre trials to strengthen regional coordination and real-time Air Traffic Flow Management (ATFM) capabilities.
- 3) **Regional Use of CADENA Traffic Management Log (TML):** Expansion of CADENA TML trials to Jamaica and COCESNA by 31 March 2026 was endorsed, enhancing operational coordination and data-sharing efficiency across the NAM/CAR Regions.

I would appreciate receiving your comments or approval of the SoD by **31 January 2026**. In the event that your Administration's approval or comments are not received by that date, it will be understood that you have no objection to the SoD, thus considering it approved.

... / 2

If you require any further information, please contact Mr. Josué González, Regional Officer, Air Traffic Management and Search and Rescue ([nacc-atm@icao.int](mailto:nacc-atm@icao.int)).

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

A handwritten signature in black ink that reads "Christopher Barks". The signature is written in a cursive style. In the background, there is a faint circular stamp with the text "ICAO - OACI - ICAO" and "Digital Signature" around the perimeter.

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

*<https://oaci.sharepoint.com/sites/NACCRegionalOfficeTeam/Shared Documents/00-Files/NE - External Relations/NE 57-3 - NACC WG TF Meetings/AMCB-TF/1stAMCB Meeting/Communications/NACC117600ATM2-States-SoD-AMCB1CIIFRA10.docx> / YTR*

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# ICAO

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

SUMMARY OF DISCUSSIONS

*The designations employed and the presentation of material in this publication do not imply the expression of any opinion whatsoever on the part of ICAO concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontiers or boundaries.*

**First Meeting of the North American, Central American and Caribbean Working Group (NACC/WG)  
Airspace Management and Capacity Balancing Task Force and Tenth Meeting of the CANSO IATA  
ICAO Free Route Airspace Team (AMCB/TF/1/CIIFRA/10)  
Mexico City, Mexico, 22 to 26 September 2025**

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## SUMMARY OF DISCUSSIONS

### ii.1 Place and Date

The First Meeting of the North American, Central American and Caribbean Working Group (NACC/WG) Airspace Management and Capacity Balancing Task Force and Tenth Meeting of the CANSO IATA ICAO Free Route Airspace Team (AMCB/TF/1/CIIFRA/10) was held at the ICAO NACC Regional Office in Mexico City, Mexico, from 22 to 26 September 2025.

### ii.2 Opening Ceremony

Mr. Julio Siu, Deputy Regional Director of the North American, Central American and Caribbean (NACC) Office of the International Civil Aviation Organization (ICAO), provided opening remarks, highlighting the importance of the work of this Group for achieving Free Routes Airspace (FRA) as a joint States-industry- airlines effort to achieve optimization of the airspace, welcomed the participants and officially opened the meetings.

### ii.3 Officers

The AMCB/TF/1/CIIFRA/10 Meeting was held with the participation of the AMCB/TF Rapporteur and Vice Rapporteur, Messrs. Riaaz Mohammed (Trinidad and Tobago) and Vernon Payne (United States) respectively. Messrs. Mohammed and Payne chaired the meeting plenary.

Mr. Josué González, Regional Officer, Air Traffic Management and Search and Rescue, of the ICAO NACC Regional Office, served as Secretary of the meeting, assisted by Mr. Luis Sánchez, Regional Officer, Aeronautical Meteorology and Environment, Mrs. Mayda Ávila, Regional Officer, Communications Navigation and Surveillance, Mr. Eddian Méndez, Regional Officer, Air Traffic Management and Search and Rescue, and Mrs. Maily Plana, Regional Officer, Aeronautical Information Management, all from the ICAO NACC Regional Office.

#### **ii.4 Working Languages**

The working languages of the meetings were English and Spanish. The working papers, information papers and Summary of Discussions of the meetings were available to participants in both languages.

#### **ii.5 Schedule and Working Arrangements**

It was agreed that the working hours for the sessions of the meeting would be from 09:00 to 16:30 hours daily with adequate breaks. Ad hoc Groups were created during the meeting to do further work on specific items of the Agenda.

#### **ii.6 Agenda**

- Agenda Item 1: Adoption of the Draft Agenda and Schedule
- Agenda Item 2: CANSO Air Traffic Flow Management Data Exchange Network for the Americas (CADENA) Regional Implementation Group (RIG) and Air Navigation Service Providers (ANSPs) Updates
- Agenda Item 3: Strategic Framework and Priorities of the AMCB Task Force
- Agenda Item 4: Regional Initiatives and Technical Progress of the AMCB Task Force
- Agenda Item 5: Other Business

#### **ii.7 Attendance**

The Meeting was attended by 13 States/Territories from the NAM/CAR/SAM Regions, 3 International Organizations and 2 representatives from the industry, totalling 51 delegates as indicated in the list of participants contained in the **Appendix**.

#### **ii.8 Draft Conclusions and Decisions**

The Meeting recorded its activities as Draft Conclusions and Decisions as follows:

**DRAFT**

**CONCLUSIONS:** Activities requiring endorsement by the North America, Central America and Caribbean Working Group (NACC/WG).

**DECISIONS:** Internal activities of the AMCB/TF.

**ii.9 List of Draft Conclusions and Decisions**

**ii.9.1 List of Draft Conclusions**

Number	Title	Page
C/1	<i>REGIONAL USE OF CADENA TRAFFIC MANAGEMENT LOG (TML)</i>	6
C/3	<i>FIR BOUNDARY DATA AND REGIONAL DATABASE UPDATE</i>	10
C/4	<i>OPERATIONS CENTRE TRIALS IN TRINIDAD AND TOBAGO</i>	12
C/5	<i>MET MODERNIZATION FOR POTENTIAL COMMAND CENTER OPERATIONS</i>	14

**ii.9.2 List of Decisions**

Number	Title	Page
D/2	<i>ADOPTION OF AMCB/TF TERMS OF REFERENCE (ToRs)</i>	8
D/6	<i>ANNUAL NAM/CAR/SAM JOINT MEETING WITH ICAO SAM OFFICE</i>	14

**ii.10 List of Working and Information Papers and Presentations**

*Refer to the Meeting web page:*  
<https://www.icao.int/nacc/meetingdocs?fid=6827>

**WORKING PAPERS**

Number	Agenda Item	Title	Date	Prepared and Presented by
WP/01	1	Draft Agenda and Schedule	05/06/25	Secretariat
WP/02	3	Strategic Framework and 2025–2028 Priorities of the AMCB Task Force	04/07/25	Secretariat and AMCB/TF Rapporteurs
WP/03	4	Regional Initiatives and Technical Progress of the AMCB Task Force	14/07/25	Secretariat
WP/04	5	Progress on FIR Boundary Coordinates Updates	24/07/25	Secretariat
WP/05	4	Progress for Information on Airspace and Airport Capabilities	24/07/25	Secretariat

INFORMATION PAPERS				
Number	Agenda Item	Title	Date	Prepared and Presented by
IP/01	--	List Of Working Papers, Information Papers and Presentations	26/09/25	Secretariat

PRESENTATIONS			
Number	Agenda Item	Title	Presented by
1	4	Results of NACC/WG/10 and Regional Initiatives	Secretariat
2	5	Las Americas International Runway 18/36 Operations	Dominican Republic
3	5	FIFA Men's World Cup 2026	CIIFRA
4	5	FAA ATO SPACE OPERATIONS	United States

**Agenda Item 1: Adoption of the Draft Agenda and Schedule**

1.1 The Meeting approved the Draft Agenda and Schedule as presented in WP/01, The Meeting acknowledged that the adopted agenda effectively reflected the priorities of the AMCB/TF and ensured alignment with ICAO regional and global air navigation objectives

1.2 The Secretariat introduced the meeting objectives and working arrangements, recalling that this first AMCB/TF and tenth CIIFRA meeting marked the formal consolidation of the former Airspace Optimization Task Force (AO/TF) and Air Traffic Flow Management Task Force (ATFM/TF) under a unified framework.

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**Agenda Item 2            CANSO Air Traffic Flow Management Data Exchange Network for the Americas (CADENA) Regional Implementation Group (RIG) and Air Navigation Service Providers (ANSPs) Updates**

*CADENA RIG Operational Overview*

2.1            CADENA presented a review of ongoing initiatives, including the continued success of the User Preferred Route (UPR) and Strategic Direct Route (SDR) trials across Cuba, Mexico and the Caribbean. The Secretariat noted that the trials have yielded measurable benefits in fuel efficiency, time reduction, and predictability, while fostering greater cross-Flight Information Regions (FIRs) collaboration among States.

2.1.1            The CADENA Traffic Management Log (TML) was showcased as a central digital tool for operational coordination and event recording. Building upon its initial trials between Cuba and Mexico, the Meeting endorsed its regional expansion to COCESNA and Jamaica by the first quarter of 2026, marking a key milestone in harmonized ATFM implementation across the NAM/CAR Regions.

*Air Navigation Service Providers (ANSPs) and Airline Participation*

2.2            Representatives from Cuba, Jamaica, Trinidad and Tobago and COCESNA shared operational updates on route optimization and contingency coordination. Airlines, including JetBlue and United, contributed operational insights on route efficiency and information-sharing practices. These discussions emphasized the need for standardized publication of UPR/SDR procedures in Aeronautical Information Publications (AIPs) and enhanced contingency coordination training between ANSPs.

*Integration of Space Operations*

2.3            As part of the Regional Implementation Group's (RIG) expanding operational scope, United States presented P/04 "FAA Air Traffic Organization (ATO) Space Operations", on space mission integration within the National Airspace System (NAS). The session highlighted:

- real-time operational oversight provided by United States Federal Aviation Administration (FAA) Air Traffic Control System Command Center (ATCSCC) for launch and re-entry activities;
- management of Aircraft Hazard Areas (AHAs) to segregate air traffic from rocket launches, re-entries, and debris zones;
- the importance of collaborative coordination between United States NAS and Latin American and Caribbean FIRs affected by suborbital and orbital missions; and
- data demonstrating increased launch cadence and enhanced airspace recovery efficiency, with over 90% of closed airspace returned to civil use within minutes post-operation.

2.3.1 The integration of space operations was recognized as an emerging regional priority requiring inter-FIR coordination, data transparency, and harmonized notification procedures. The Meeting agreed to explore mechanisms for real-time launch notifications through CADENA, aligning with ICAO Annex 11 and Doc 10088 provisions.

2.4 The Meeting formulated the following Draft Conclusion, and participants noted the need to incorporate space operations coordination into the AMCB/TF 2025–2026 Work Programme, in collaboration with United States and regional partners:

<b>DRAFT CONCLUSION</b>	
<b>AMCB/TF/6/CIIFRA/10/01</b>	<b>REGIONAL USE OF CADENA TRAFFIC MANAGEMENT LOG (TML)</b>
<p><b>What:</b></p> <p>That, States and Air Navigation Service Providers (ANSPs) progressively adopt the CADENA TML by 31 March 2026 to exchange Traffic Management Measures (TMM) for greater speed in communicating TMMs to stakeholders and ICAO monitor trials. The expected Impact: Improved efficiency when issuing and cancelling TMMs, and reduction of verbal miscommunications.</p>	<p><b>Expected impact:</b></p> <p><input checked="" type="checkbox"/> Political / Global  <input checked="" type="checkbox"/> Inter-regional  <input checked="" type="checkbox"/> Economic  <input checked="" type="checkbox"/> Environmental  <input type="checkbox"/> Operational/Technical</p>
<p><b>Why:</b></p> <ul style="list-style-type: none"> <li>• Improve efficiency of issuing and cancelling TMMs</li> <li>• Avoiding verbal miscommunications</li> <li>• Improving the efficiency of populating TMMs on the public facing side of the CADENA OIS (Available to all stakeholders)</li> <li>• Creates the ability for ANSPs to issue For Your Information and Urgent Advisories with a simple entry for TMMs with significant impacts</li> </ul>	
<p><b>When:</b> By 31 March 2026</p>	<p><b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p><b>Who:</b> <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:</p>	<p>ANSPs</p>

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**Agenda Item 3: Strategic Framework and Priorities of the AMCB Task Force**

3.1 The Meeting centred on the technical progress and regional coordination under the new AMCB/TF framework, combining the work of ATFM and AO Task Forces. States and international organizations reported on Air Traffic Management (ATM) implementation activities and ongoing challenges related to automation, FIR data consistency, and varying ATFM maturity levels. CANSO, IATA, and CIIFRA partners shared updates on Free Route Airspace (FRA) and UPR harmonization, while ICAO presented progress on the FIR boundary database and urged remaining States to validate data by 31 December 2025.

3.2 The group endorsed next steps including operational trials for a Regional Operations Centre in Trinidad and Tobago, an annual AMCB meeting cycle jointly with the ICAO SAM Regional Office, and expanded CADENA TML participation, reaching consensus on quarterly technical follow-ups to sustain implementation momentum and alignment with the Global Air Navigation Plan (GANP) objectives.

3.3 The Secretariat, supported by the Task Force rapporteurs, introduced WP/02 setting the foundation for the newly merged AMCB/TF, combining the former AO/TF and ATFM/TF to ensure unity of purpose and efficient resource use.

*Framework Overview*

3.4 Participants acknowledged the framework's four guiding pillars:

1. Policy and Governance – regulatory alignment, transparency, and Terms of Reference (ToRs) adoption.
2. Technical Enablement – advancement of FRA, Performance Based Navigation (PBN), ATFM system integration, and digital data exchange.
3. Collaboration and Integration – cross-regional harmonization among NAM/CAR/SAM States and coordination with CADENA, CIIFRA, and the CAR/SAM Planning and Implementation Regional Group (GREPECAS).
4. Capacity Building – strengthening training programmes, workforce skills, and technical readiness of States and ANSPs.

*Discussion and Alignment*

3.5 Members emphasized that the framework provides continuity between regional and global performance-based planning instruments, including the GANP, the Aviation System Block Upgrade (ASBU) methodology, and GREPECAS/22 meeting Conclusions.

3.5.1 Mexico, Trinidad and Tobago and COCESNA underlined the value of having measurable key CAR Performance Indicators (CARPIs) aligned to ICAO Key Performance Indicators (KPIs), to enable evidence-based monitoring and accountability.

*Emerging Priorities*

3.6 The Meeting identified the following top priorities for 2025–2028:

- Full operationalization of the FRA design templates and route packages with CIIFRA and SAM partners.
- Establishment of a Space Operations Ad hoc Group to address sub-orbital and high-altitude flight coordination.
- Implementation of a regional KPI Ad hoc Group to refine and synchronize CARPI reporting.
- Conduct of FIR Boundary Verification meetings to support the CAR/SAM Air Navigation Plan (ANP) Vols. II and III updates.
- Support with contingency coordination for major events (e.g., FIFA World Cup 2026).

*Outcome*

3.6.1 The meeting unanimously endorsed the Strategic Framework 2025–2028 and adopted the following Decision, establishing it as the guiding document for future work programmes and coordination with States, ANSPs, and international partner,

<b>DECISION</b>	
<b>AMCB/TF/6/CIIFRA/10/02</b>	<b>ADOPTION OF AMCB/TF TERMS OF REFERENCE (ToRs)</b>
<p><b>What:</b></p> <p>That, the AMCB/TF adopt the ToRs included in <b>Appendix B</b> to the SoD as the guiding framework.</p>	<p><b>Expected impact:</b></p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<p><b>Why:</b></p> <p>To streamline resources and avoid duplication of work</p>	
<p><b>When:</b> Immediately</p>	<p><b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p><b>Who:</b> <input type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:</p>	<p>AMCB/TF</p>

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**Agenda Item 4: Regional Initiatives and Technical Progress of the AMCB Task Force**

4.1 The Meeting focused on operational coordination across the NAM/CAR Regions, capacity building, and the transition from planning to implementation under the newly merged AMCB/TF structure. Emphasis was placed on strengthening cross-FIR collaboration, refining ATFM operational procedures, and preparing the region for harmonized FRA and CADENA integration activities.

4.2 This agenda item encompassed WP/03, WP/04 and WP/05, covering technical progress, FIR boundary verification, and the regional registry of airspace and airport capabilities.

4.3 The Meeting centred on consolidating the work of the first AMCB/TF meeting and finalizing the conclusions and recommendations arising from technical discussions held under Agenda Items 2 to 5. The focus was on producing actionable deliverables, assigning responsibilities, and ensuring continuity through 2026 in alignment with the GANP and GREPECAS priorities. Key Highlights:

- **Review of Draft Conclusions:**  
The Secretariat presented the draft conclusions and decisions developed from the previous sessions. These included validation of FIR Boundary Data (Conclusion AMCB/TF-1/CIIFRA-10/03) and, Endorsement of the **Regional Operations Centre trial** in Trinidad and Tobago, both aimed at strengthening data integrity and operational coordination across the CAR Region.
- Participants agreed to submit verified FIR data by **31 December 2025** and to establish the AMCB/TF as the single regional forum for ATFM and Airspace Optimization matters moving forward.
- **Coordination with SAM and CIIFRA:**  
The Meeting reaffirmed the commitment to hold joint AMCB/SAM sessions in 2026 to promote inter-regional harmonization of FRA, ATFM metrics, and CADENA TML use. CIIFRA partners (CANSO, IATA, ICAO) confirmed their continued support to align NEOSPACE activities and operational data exchange between the NAM/CAR and SAM Regions.
- **Implementation Roadmap 2025-2026:**  
Members reviewed the proposed AMCB/TF Action Plan to ensure monitoring of all deliverables through quarterly virtual meetings and regional reporting templates.
- States volunteered focal points to coordinate specific work streams:
  - o FRA and UPR harmonization,
  - o ATFM capacity balancing metrics, and
  - o CADENA operational log integration.
- **Closing and Acknowledgments:**  
The Secretariat thanked participants for their collaborative spirit and Cuba, Trinidad and Tobago and United States, delegations for early implementation leadership. The group acknowledged the significance of the meeting as a milestone in merging the region's ATFM and AO efforts under the AMCB framework.

*Regional Initiatives and Technical Progress (WP/03)*

4.4 The Secretariat presented an overview of progress since the March 2025 Orlando meeting. Key advancements included:

- FIR Boundary Verification: Over 65 % of States submitted updated coordinates, with follow-up bilateral sessions planned.
- KPI Harmonization: The new CARPI framework aligns regional metrics with ICAO KPIs for improved reporting consistency.
- Space Operations Ad hoc Group: Launched to design procedures for notification and coordination of high-altitude and re-entry operations.
- Sectorization and Overflight Optimization: Cuba, Dominican Republic, and Trinidad and Tobago provided refined sector data improving corridor efficiency.
- Cross-Regional FRA/ATFM Coordination: Ongoing dialogue with the SAM Region to ensure seamless upper-airspace transitions and interoperability.

4.5 The Meeting requested that the Secretariat continue developing the digital regional dashboard for FIR data, KPIs, and project milestones, and prepare an integrated report to GREPECAS.

*FIR Boundary Data and Regional Database Update (WP/04)*

4.6 Fifteen States and Territories submitted either full or partial boundary data following State Letter Ref. *E.OSG-NACC116064*. Remaining inconsistencies—particularly at the Dominican Republic-Puerto Rico junctions—will be resolved through virtual coordination. Therefore, the Meeting agreed this Draft Conclusion:

<b>DRAFT CONCLUSION</b>	
<b>AMCB/TF/6/CIIFRA/10/03</b>	<b>FIR BOUNDARY DATA AND REGIONAL DATABASE UPDATE</b>
<p><b>What:</b></p> <p>That,</p> <p>a) States with a FIR provide updated FIR boundary data by 31 December 2025;</p> <p>b) ICAO compile and validate data for submission to the NACC/WG and GREPECAS; and</p> <p>c) ICAO continue developing the digital regional dashboard for FIR data, KPIs, and project milestones, and prepare an integrated report to GREPECAS/23.</p>	<p><b>Expected impact:</b></p> <p><input checked="" type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input checked="" type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<p><b>Why:</b></p> <p>Ensures Harmonized and Current Data Across NAM/CAR/SAM Regions. <b>Expected Impact:</b> Updated regional ATM database to support FRA and contingency planning.</p>	
<p><b>When:</b> By 31 December 2025</p>	<p><b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p><b>Who:</b> <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>	

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*Airspace and Airport Capability Data (WP/05)*

4.6 The Secretariat summarized results from State Letter Ref. *E.OSG-NACC116216 dated 16 June 2025*. Fourteen States responded, submitting varying degrees of detail regarding Air Traffic Control (ATC) sectorization, ATFM status, and airport throughput. Data gaps remain in sector-level activation hours, terminal capacity figures, and PBN procedure integration.

4.6.1 To improve data consistency, the Meeting agreed to create a standardized digital template for 2026 data calls, conduct bilateral coordination with non-respondent States, and develop a prototype regional dashboard within the first quarter of 2026 for continuous capability monitoring.

4.7 The group supported the integration of this registry with the Regional Air Navigation Plan (RANP) Vol III and Project RLA/09/801 – Multi-Regional Civil Aviation Assistance Programme (MCAAP) activities to enhance regional situational awareness and planning urging all States to complete verification by 31 December 2025.

**Agenda Item 5                      Other Business**

5.1 The meeting reviewed and adopted conclusions, outlining the next-phase action plan, and reaffirming the cooperative framework among ICAO NACC States, ANSPs, and industry partners. The day underscored the region’s transition from planning to sustained implementation under the unified Air Management Capacity and Balance (AMCB) structure.

*Key Highlights:*

- **Action Plan 2025–2026:**  
The Secretariat presented the consolidated roadmap integrating FRA implementation, ATFM metric development, and CADENA TML data sharing. States reaffirmed commitment to quarterly virtual reviews and to maintaining national focal points for each work stream.
- **Regional Coordination and Industry Support:**  
CANSO, IATA, and participating ANSPs highlighted the importance of maintaining open data channels and aligning regional priorities with the global ICAO GANP framework. The meeting emphasized harmonization of ATFM, contingency, and space-launch coordination across NAM/CAR boundaries.
- **Closing Remarks:** The Secretariat and rapporteurs expressed appreciation for the strong participation and cooperation among States, organizations, and industry stakeholders. The successful completion of AMCB/TF-1 / CIIFRA-10 was recognized as a milestone in establishing an integrated regional platform for airspace optimization and flow management.

5.2 The Meeting addressed additional matters of operational and strategic significance, leading to three new draft conclusions.

*Operations Centre Trials in Trinidad and Tobago*

5.3 ICAO and Trinidad and Tobago briefed the Meeting on plans to conduct command-centre trials using existing Trinidad and Tobago Civil Aviation Authority (TTCAA) facilities as a model for regional operations. The goal is to test real-time coordination, situational data sharing, and collaborative decision-making capabilities across multiple FIRs. In this regard the Meeting formulated the following Draft Conclusion:

<b>DRAFT CONCLUSION</b>	
<b>AMCB/TF/6/CIIFRA/10/04</b>	<b>OPERATIONS CENTRE TRIALS IN TRINIDAD AND TOBAGO</b>
<p><b>What:</b></p> <p>That,</p> <p>a) the AMCB/TF coordinate with Trinidad and Tobago to determine the feasibility of utilizing their facilities to conduct initial trials by 30 June 2026;</p> <p>b) the AMCB/TF utilize the results of trials to develop the draft concept document for the establishment of a command centre in the CAR Region; and</p> <p>c) ICAO circulate the draft concept document to NACC States and Territories for discussion by 30 June 2026.</p>	<p><b>Expected impact:</b></p> <p><input type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<p><b>Why:</b></p> <p>Builds regional resilience and supports harmonized ATFM capabilities. <b>Expected Impact:</b> Strengthened regional coordination and operational readiness through real-time information sharing</p>	
<p><b>When:</b> By 30 June 2026.</p>	<p><b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p><b>Who:</b> <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:</p>	<p>Trinidad and Tobago</p>

*Aeronautical Meteorology (MET) Modernization for Potential Command Centre Operations*

5.4 The Meeting discussed the status and necessary modernization of the Caribbean MET services for the potential real-time Command Centre operations.

5.5 Caribbean MET Services are acknowledged as currently well-prepared and strong, providing a solid foundation for future enhancements through effective National and Regional efforts.

5.6 Despite this strength, achieving full support for potential real-time Command Centre operations requires an immediate focus on securing an enhanced and reliable regional meteorological framework. The timely access and dissemination of precise weather information is highly sensitive to the success of these operations.

5.7 A key priority is the transition away from legacy systems to modern, data-centric frameworks, specifically the ICAO Weather Information Exchange Model (IWXXM) promoted by ICAO Annex 3 and Procedures for Air Navigation Services (PANS) for Aeronautical Meteorology (MET). This shift represents a crucial technological leap essential for:

- I. Meeting future operational needs,
- II. Improving real-time decision-making, and
- III. Facilitating the integration of MET into ATFM operations.

5.8 Furthermore, the effective integration and enhancement of services provided by Aerodrome Meteorological Offices (AMO) and the Meteorological Watch Office (MWO) are essential to fully realize these benefits.

5.9 In this sense, regional comprehensive modernization and integration effort is critical for enabling potential Command Centre operations. Therefore, the MET/TF and AMCB/TF are tasked with prioritizing the necessary analyses and formulating targeted projects to implement these data-centric frameworks under MCAAP. The Secretariat and MET/TF jointly highlighted the urgent need to modernize Caribbean meteorological systems to support dynamic ATFM and command-centre operations. Transition to IWXXM data standards and integration of AMOs and MWOs were emphasized, and therefore, the following Draft Conclusion was agreed:

<b>DRAFT CONCLUSION</b>	
<b>AMCB/TF/6/CIIFRA/10/05</b>	<b>MET MODERNIZATION FOR POTENTIAL COMMAND CENTRE OPERATIONS</b>
<p><b>What:</b></p> <p>That, the MET/TF and the AMCB/TF work co-ordinately to prioritize the necessary analyses and formulate targeted projects under the MCAAP framework, to expedite the implementation of IWXXM and OPMET exchange, which is required for enabling potential effective Command Centre operations and ATFM by 30 June 2026</p>	<p><b>Expected impact:</b></p> <p><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</p>
<p><b>Why:</b></p> <p>Builds regional resilience and supports harmonized ATFM capabilities. <b>Expected Impact:</b> Strengthened regional coordination and operational readiness through real-time information sharing.</p>	
<p><b>When:</b> By 30 June 2026</p>	<p><b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p><b>Who:</b> <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:</p>	<p>MET/TF</p>

*Annual NAM/CAR/SAM Joint Meeting with the ICAO SAM Office*

5.10 Participants endorsed the need for stronger inter-regional coordination and agreed to hold one joint AMCB/SAM meeting annually, beginning in 2026. The joint meeting will provide a platform to align work programmes, harmonize FRA and ATFM roadmaps, and report to GREPECAS on consolidated progress, so the Meeting formulated the following Decision:

<b>DECISION</b>	
<b>AMCB/TF/6/CIIFRA/10/06</b>	<b>ANNUAL AMCB NAM/CAR/SAM JOINT MEETING</b>
<p><b>What:.</b></p> <p>That,</p> <p>a) the NACC Regional Office coordinate AMCB annual meeting jointly with the SAM Regional Office beginning in 2026; and</p> <p>b) NAM, CAR and SAM States align their work programmes harmonize FRA and ATFM roadmaps for presentation to GREPECAS by 31 December 2026.</p>	<p><b>Expected impact:</b></p> <p><input type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<p><b>Why:</b></p> <p><b>Expected Impact:</b> Improved inter-regional collaboration and harmonization of ATM/ATFM initiatives</p>	
<p><b>When:</b> by 31 December 2026</p>	<p><b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p><b>Who:</b> <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:</p>	<p>MET/TF and AMCB/TF</p>

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

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## APPENDIX A/APÉNDICE A

### First Meeting of the North American, Central American and Caribbean Working Group (NACC/WG) Airspace Management and Capacity Balancing Task Force and Tenth Meeting of the CANSO IATA ICAO Free Route Airspace Team/ Primera Reunión del Grupo de Tarea Gestión del Espacio Aéreo y Equilibrio de la Capacidad del Grupo de Trabajo de Norteamérica, Centroamérica y Caribe (NACC/WG) y Décima Reunión del Equipo de Espacio Aéreo de Rutas Libres CANSO OACI IATA (AMCB/TF/1/CIIFRA/10)

Mexico City, Mexico, 22 to 26 September 2025 / Ciudad de México, México, del 22 al 26 de septiembre de 2025

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2. Julián Ahumada(V)
3. Leonardo Costa (V)

##### CANADA/CANADÁ

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5. Patrick Annetts (V)

##### CAYMAN ISLANDS/ISLAS CAIMANES

6. Robert M. Harris

##### CUBA

7. Jorge Centella (V)
8. Adriana Tenorio
9. Roxana Bernal (V)

##### CURAÇAO/CURAZAO

10. Natasha Leonora-Belefanti (V)

##### DOMINICAN REPUBLIC/REPÚBLICA DOMINICANA

11. Carlos Elvis Sanchez Henriquez
12. William Miguel Alsina Núñez

##### EL SALVADOR

13. Gilberto Martínez
14. Max Menjívar

##### HAITI/HAITÍ

15. Philippe Riche (V)
16. Nathalie Corriolan (V)

##### JAMAICA

17. Tameka Williams
18. Troy Blackwood

##### MEXICO/MÉXICO

19. Sandra Carrera
20. Gustavo Navarrete
21. Alejandro Valdés (V)
22. Guillermo Manzo (V)
23. Horacio Castañeda (V)
24. Sofía Manzo (V)

##### TRINIDAD AND TOBAGO/TRINIDAD Y TABAGO

25. Riaaz Mohammed
26. Genista Ramatahal (V)

**UNITED KINGDOM/REINO UNIDO**

27. Jacob Young

**UNITED STATES/ESTADOS UNIDOS**

28. Julian Babel (V)

29. Jeeja Vengal

30. Rudolph Lawrence

31. Vernon Payne

32. Norma Campos

**CANSO**

33. Javier Vanegas (V)

34. Nicki Harricharan (V)

**CGH**

35. Albert Castillo

36. Joe Hof (V)

**COCESNA**

37. Henry Reyes

38. Luis Rosales

**IATA**

39. Jaime Abigantus

40. Julio Pereira (V)

41. Jeffery Cunnyngnam

42. Chris Nunez

43. William Rubiano

44. Tania Helena

45. Rocco Heesters

46. João Peniche

47. Tim Matuszewski (V)

48. Gen Schnee (V)

49. Greg Byus (V)

50. Mark Rios

**METRON**

51. Kapri Kupper (V)

**ICAO/OACI**

52. Luis Sánchez

53. Mayda Ávila

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# ICAO

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

**North American, Central America and Caribbean Working Group  
Airspace Management and Capacity Balancing Task Force  
(NACC/WG/AMCB/TF)  
APPENDIX B**

**TERMS OF REFERENCE (ToRs)**

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**Introduction**

The creation of the Airspace Management and Capacity Balancing Task Force (AMCB/TF) is driven by the need to provide a dedicated regional mechanism that harmonizes airspace optimization, ATFM implementation, and contingency coordination across the NAM/CAR Regions.

The AMCB/TF will support States and ANSPs in meeting the strategic and operational directions assigned by GREPECAS/22, particularly those related to:

- airspace concept evaluation and Free Route Airspace progress (Conclusion 22/7)
- regional contingency planning harmonization and cross-border coordination (Conclusion 22/5)
- alignment with AN-Conf/14 recommendations on global ATM modernization and System-Wide Information Management (SWIM) (Conclusion 22/20)

Establishing this Task Force ensures a coordinated, data-driven, and collaborative approach, enabling the Region to address capacity constraints, improve predictability, and strengthen resilience during routine and non-routine operations. The AMCB/TF also provides the necessary platform to align CAR and SAM Regional activities, avoid duplication of efforts, and ensure no State or ANSP is left behind in the implementation of evolving airspace and flow management requirements.

### **Responsibilities of the AMCB/TF**

The AMCB/TF is responsible for the identification, development, and coordinated implementation of safe and efficient programmes supporting the aviation system within the ICAO North American, Central American and Caribbean (NAM/CAR) Regions. This is carried out under the direction, and to support the work programme, of the ICAO North American, Central America and Caribbean Working Group (NACC/WG). The following on-going tasks are required to carry out this function:

1. Developing and implementing a Work Programme, utilizing a performance-based approach, to support the implementation of Free Route Airspace/airspace optimization and Performance Based Navigation (PBN) implementation in the NAM/CAR Regions in alignment with current GREPECAS guidance, regional priorities, and ICAO global provisions.;
2. Develop a regional Free Route Airspace (FRA) concept, in collaboration with the ICAO SAM Region.
3. Comply with and provide regional support for the completion of the GREPECAS Projects and related tasks.
4. Propose to the NACC/WG, updates to the GREPECAS eANP Vol. III related projects as required.
5. Assist States with the development of their Airspace Optimization (AO) plans, periodically monitor their progress, and report it to the NACC/WG.
6. Identify deficiencies and constraints regarding AO implementations and propose solutions that would facilitate resolution of such problems.
7. Ensure the continuous and coherent development of Air Traffic Flow Management (ATFM) in the NAM/CAR Regions according with the updated CAR/SAM Air Navigation Plan (Vol III), GREPECAS guidance, and agreed regional targets, in a manner harmonized with adjacent regions, consistent with ICAO Standards and Recommended Practices (SARPs) and the Global Air Navigation Plan (GANP).
8. Facilitate and support the implementation of the ATFM system by States and Air Navigation Service Providers (ANSPs), according to the different requirements and level of maturity.
9. Review, identify and address deficiencies that impede the implementation or adequate provision of efficient ATFM in the NAM/CAR Regions, propose actions to address them to improve ATFM operations.

### ***Composition***

Experts to address the foregoing tasks may be nominated by: NACC/WG member States, Territories, and International Organizations.

### ***Working Methods***

2. The Task Force Rapporteur/Co- Rapporteur and the Secretariat will coordinate an annual programme of activities to comply with the requirements of the approved work programme.
3. Avoid duplicating work within the NACC/WG and its task forces, maintaining close coordination among the existing entities to optimize use of available resources and experience.
4. Designate, as necessary, Ad hoc Groups hereafter referred to as Project Teams (PT), see PT examples in the Attachment, that will:
  - i. be recommended to the NACC/WG by the TF to complete a single task;
  - ii. be approved by the NACC/WG;
  - iii. have a maximum duration of six (6) months, unless a time extension is requested from the NACC/WG by the TF;
  - iv. will present its deliverable(s) to the TF Rapporteur for presentation to the TF as a whole;
  - v. coordinate tasks to maximize efficiency and reduce costs via electronic means including emails, telephone and teleconference calls, and convene meetings as necessary; and
  - vi. report on, and coordinate the progress of, assigned tasks to the NACC/WG.

### ***Rapporteur – Nominations and Appointment***

1. Candidates for election to the post of Rapporteur must be from a NACC/WG member State and be nominated by a member State of the Task Force concerned and seconded by another member State of the NACC/WG.
2. Nominations should be submitted to the ICAO NACC Regional Office and be promulgated by the NACC Office of ICAO to the NACC/WG member States by e-mail two months before the next meeting of the Task Force concerned.
3. The Task Force will elect the Rapporteur from the list of candidates by open vote at its meeting.
4. The NACC/WG will confirm the election of the Rapporteur and agree that the newly elected Rapporteur will assume his functions at the next meeting of the Task Force concerned.

*Attachment – Work Programme Example*

1. Work programme containing activities in terms of objectives, responsibilities, deliverables, and timelines.

Based on the tasks assigned to the Group by the NAT/IMG/62, the work programme was confirmed as assigned To be Determined (TBD).

***Deliverables***

The AMCB Task Force shall produce the following deliverables in accordance with its mandate and GREPECAS priorities:

- updated regional implementation plans for airspace optimization and ATFM initiatives
- inputs to GREPECAS dashboards and progress reporting tools
- joint papers and recommendations supporting NEOSPACE-1, CADENA, CIIFRA, and regional FRA implementation
- recommendations for contingency planning updates and harmonized response protocols
- Key Performance Indicator (KPI) updates in coordination with the GREPECAS KPI Ad-hoc Group (KAHG), as per Decision GREPECAS/22/19
- contributions to project evaluations stemming from Conclusions GREPECAS/22/5, 6, 7, and 20

*Table : Project Definition Contents*

Project Title	Unique and concise project title that relates to the outcomes of the project
Parent Group	The parent body that approves the project
Project Supervisory body	The SPG contributory body that supervises the project, e.g. IMG, POG, TIG, SOG, etc.
Project Period	Forecast period for which the project will be active (specific timeframe to be used: e.g. dates, time of a specific meeting etc.).
Project Objective	What is the purpose of the project and how does it relate to the delivery of the NAT strategy and Roadmap?
Project Outcomes:	What will be physically delivered by the project?
Membership	Who are the project team members?
Coordination Requirements	Which other bodies will the project need to coordinate with to achieve the outcomes?
Project High level Tasks	At a summary level what are the key tasks that this project will perform to achieve the outcomes
Project Lead	Who, from the project supervisory body, will be responsible for the leadership of the project to achieve the outcomes, and for reporting to the parent group?
Project Secretariat Support	Who will be the support from the ICAO Secretariat?