



ICAO

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

WORKING PAPER

AMCB/TF/1/CIIFRA/10 — WP/04
07/24/25

**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**

Agenda Item 5: Other Business

PROGRESS ON FIR BOUNDARY COORDINATES UPDATES – NAM/CAR REGIONS

(Presented by Secretariat)

EXECUTIVE SUMMARY

This paper provides an update on the progress made by States and Territories in the NAM/CAR Regions in submitting and validating their Flight Information Regions (FIRs) boundary coordinates. It includes an overview of responses received following the State Letter dated 3 June 2025, and outlines the next steps required to support the ICAO regional database and upcoming ANP Volume II updates.

Action:	Described in Section 5
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency
<i>References:</i>	<ul style="list-style-type: none">• ICAO NACC State Letter Ref: E.OSG-NACC116064, dated 3 June 2025• ICAO Doc 8733 – Air Navigation Plan (ANP)• ICAO CAR/SAM RANP, Volume II• AOTF/5/ATFM/TF/7/CIIFRA/9 Meeting Summary of Discussions:

1. Introduction

1.1 FIR boundaries are critical for airspace management, traffic flow coordination, and ensuring the accuracy of operational and contingency planning data. In line with ICAO guidance and the NACC Regional Office's efforts to modernize regional planning tools, a State Letter was issued in June 2025 to request validation and submission of FIR coordinates from all NACC States.

2. Summary of State Responses

2.1 As of July 2025, 15 out of 23 NAM/CAR States and Territories have submitted complete or partial FIR boundary information. Several responses included both tabular coordinates and graphic references.

2.2 The Secretariat notes the following response trends:

- a. Full submissions received from: Cuba, Dominican Republic, Trinidad and Tobago, COCESNA and Mexico.
- b. Partial or pending clarifications: Bahamas, Jamaica, Haiti, and Aruba.
- c. No response or acknowledgement: 8 States/Territories.

2.3 FIR boundary inconsistencies still exist at several junctions (e.g., COCESNA-Haiti and Dominican Republic-Puerto Rico), requiring joint technical meetings.

3. Benefits and Technical Considerations

3.1 Validated FIR coordinates are foundational to:

- a. Updating ICAO regional databases and mapping tools
- b. Enhancing flight planning interoperability and ATFM system consistency
- c. Supporting contingency route development and crisis coordination
- d. Establishing a transparent baseline for ANP Volume II

3.2 The use of GIS tools and electronic submission templates has been encouraged to ensure format consistency and minimize manual errors.

4. Next Steps

- a. Conduct a virtual coordination session in August 2025 to address boundary discrepancies.
- b. Issue reminders and provide technical assistance to non-respondent States.
- c. Finalize a consolidated FIR table and graphical representation for inclusion in ANP Volume II.
- d. Submit consolidated updates for review at the next GREPECAS Planning Meeting.

5. Action by the Meeting

5.1 The Meeting is invited to:

- a. Take note of the progress achieved to date in FIR boundary data submissions;
- b. Encourage remaining States to submit and verify their FIR coordinates; and
- c. Support the follow-up coordination necessary to finalize regional FIR updates by the fourth quarter of 2025.