



# ICAO

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

WORKING PAPER

AMCB/TF/1/CIIFRA/10 — WP/05  
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 4: Regional Initiatives and Technical Progress of the AMCB Task Force**

**PROGRESS FOR INFORMATION ON AIRSPACE AND AIRPORT CAPABILITIES**

(Presented by Secretariat)

<b>EXECUTIVE SUMMARY</b>	
This working paper presents the progress related to the collection of information on airspace and airport capabilities across the NAM/CAR Region. It summarizes responses received from States and Territories following the State Letter issued on 16 June 2025 and highlights the need for enhanced data collection to support regional planning, capacity assessments, and air traffic flow management coordination.	
<b>Action:</b>	Described in Section 5
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li><li>• Air Navigation Capacity and Efficiency</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• ICAO NACC State Letter Ref: <i>E.OSG-NACC116216</i>, dated 16 June 2025</li><li>• ICAO Doc 9750 - <i>Global Air Navigation Plan (GANP)</i></li><li>• ASBU Framework and CAR/SAM RANP</li><li>• AOTF/5/ATFM/TF/7/CIIFRA/9 Summary of Discussions</li></ul>

**1. Introduction**

1.1 This paper provides an update on the collection of operational data regarding airspace structures, ATC services, ATFM procedures, and airport capacities. This initiative is part of a broader regional effort to create a centralized view of air navigation infrastructure and service capabilities to better inform airspace design and flow management.

## **2. Response Summary**

2.1 Following the 16 June 2025, State Letter, 14 out of 23 NACC States and Territories submitted responses.

- a. Full submissions: Cuba, Dominican Republic, Mexico, Trinidad and Tobago and COCESNA.
- b. Partial/incomplete submissions: Aruba, Bahamas, Jamaica.
- c. No submission: 9 States/Territories.

2.2 Some States included ATC operating hours, declared airport capacities, ATFM status, and surveillance system descriptions.

## **3. Key Information Categories Requested**

3.1 The questionnaire focused on:

- a. ATC operational hours and sector configurations
- b. ATFM implementation status and tools used
- c. Runway and terminal capacities for main international airports
- d. Surveillance coverage and limitations
- e. Procedural vs. radar-controlled environments

## **4. Identified Gaps and Opportunities**

4.1 Analysis shows inconsistent formats and limited detail from several submissions. Missing data includes:

- a. Sector-level detail (number of sectors, hours of activation)
- b. Accurate terminal throughput capacity figures
- c. Integration of PBN procedures into reported data
- d. This underscores the need for a structured, digital, and periodic reporting mechanism.

## **5. Proposed Next Steps**

- a. Develop a standardized digital template for 2026 data calls
- b. Conduct bilateral coordination meetings to clarify submissions
- c. Launch a prototype dashboard to track regional ATC and airport capabilities
- d. Align reported data with RANP Volume III and ASBU Block 1 elements

**6. Action by the Meeting**

6.1 The Meeting is invited to:

- a) take note of the responses received and identify any gaps;
- b) encourage all States to submit comprehensive and updated information; and
- c) support the development of a digital registry of capabilities by First Quarter of 2026.

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