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Agenda Item 4: Presentation of NACC/WG Task Forces

PROGRESS AND STRATEGIC ALIGNMENT OF THE AIRSPACE MANAGEMENT AND CAPACITY BALANCING (AMCB) TASK FORCE

(Presented by the Secretariat)

EXECUTIVE SUMMARY

This note provides a consolidated update on three key initiatives that evolved after the Fifth Meeting of the Airspace Optimization Task Force, Seventh Meeting of the Air Traffic Flow Management Implementation Task Force and Ninth Meeting of the CANSO IATA ICAO Free Route Airspace Team (AOTF/5 – ATFM/TF/7 – CIIFRA/9) in March 2025: (1) the submission and review of Flight Information Region (FIR) boundary point coordinates; (2) responses from States on airspace and airport capacities; and (3) further collaboration with AIM experts on flight planning errors and the consistency of the Aeronautical Information Publication (AIP). An overview is also provided of the new structure and scope of the Airspace Management and Capacity Balancing (AMCB) Working Group, which was established by Decision AO/TF/5/ATFM/TF/7/CIIFRA/9/3, and initially discussed in the Third Meeting of Rapporteurs of the North American, Central American and Caribbean Working Group (NACC/WG/RAP/03).

Action:

- a) Review progress made on FIR boundary updates and capability submissions
- b) Support continued collaboration with Aeronautical Information Management (AIM) stakeholders on flight planning and AIP consistency
- c) Take note of the scope of the AMCB/TF Task Force and the planned work programme
- d) Support future participation by States through digital tools, coordination meetings and harmonised regional reporting
- e) Approve and recognise the new structure and name of the AMCB/TF as a unified regional forum for the coordination of air traffic management.

<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> • Safety • Air Navigation Capacity and Efficiency • Economic Development of Air Transport • Environmental Protection
<i>References:</i>	<ul style="list-style-type: none"> • Summary of Discussions (SoD) AO/TF/5 – ATFM/TF/7 – CIIFRA/9 (March 2025, Orlando, United States) • Communications to ICAO NACC States: E.GSO-NACC116064 (Verification of RIS Boundaries) and E.GSO-NACC116216 (Airport and Airspace Capacities) • ICAO Doc 9750-ICAO Global Air Navigation Plan (GANP) • ICAO Doc 9854 – Global ATM Operational Concept

Presentation and review of the coordinates of the border points of the Flight Information Region (FIR)

1. Introduction

1.1 Following the results of the joint AO/TF/5 – ATFM/TF/7 – CIIFRA meeting on 9 March 2025 in Orlando, the ICAO NACC Regional Office issued two specific communications to States requesting critical fundamental data on FIR boundary coordinates (E.OSG-NACC116064) and regional airspace/airport capacities (E.OSG-NACC116216).

1.2 These initiatives support the objectives of the new AMCB/TF and provide the operational context to support FRA (Free Route Airspace) and Air Traffic Flow Management (ATFM) efforts.

2. Status of FIR boundary data

2.1 In accordance with draft conclusion AO/TF/5/ATFM/TF/7/CIIFRA/9/2, ICAO issued a communication to States (E.OSG-NACC116064) requesting the updating of FIR boundary coordinates.

2.2 As of 15 July 2025:

- 57% of the 22 Contracting States and 19 Territories of the NAM/CAR Regions have submitted responses
- ICAO has initiated bilateral coordination with stakeholders to address inconsistencies in published AIP coordinate references and ensure data harmonisation
- A preliminary consolidated table is being developed to facilitate the aligned update of the CAR/SAM Air Navigation Plan (ANP).

2.3 The accuracy and timeliness of FIR boundary data are critical to achieving regional interoperability, effective implementation of ATFM, and initiatives such as NEOSPACE. Continued delays in receiving complete data undermine regional planning efforts and may affect future operational and technical coordination.

3. Responses regarding airport and airspace capacity

3.1 Based on NE/05 of AMCB/TF/1 and the Communication to States of 16 June 2025 (E.OSG-NACC116216), the regional response rate reflects moderate progress:

- Approximately 39% of Contracting States and Territories have submitted full or partial responses
- Several responses are still pending, limiting the region's ability to create a complete and up-to-date picture of operational capabilities.

3.2 Key data gaps include the following:

- incomplete or missing information on sector activation hours
- limited reporting on the integration and implementation of Performance-Based Navigation (PBN)
- inconsistent data formats that hinder effective aggregation and comparison.

3.3 In response, ICAO will develop a prototype dashboard to improve visibility, streamline reporting, and support improved monitoring and transparency by the first quarter of 2026.

3.4 Timely and complete reporting is essential to support NEOSPACE planning, ATFM optimisation, and performance-based regional collaboration.

Collaboration with AIM experts on flight planning errors and the consistency of Aeronautical Information Publication (AIP)

4. AIM and coordination of flight planning errors

4.1 In response to recurring concerns from operators and air navigation service providers, ICAO initiated a coordination process with AIM focal points to address:

- frequent flight plan rejections and errors
- misalignment between published AIP databases and operational databases
- the need for a unified format for flight planning procedures across the CAR Region.

4.2 In August 2025, the AMCB/TF held its first joint AIM-ATM inaugural meeting with the creation of Ad Hoc Groups with Subject Matter Experts (SMEs) from both Task Forces and other stakeholders. Meetings will continue to align guidance and address operational inconsistencies.

New structure and scope of the Airspace Management and Capacity Balancing (AMCB) Task Force**5. Transition to AMCB/TF**

5.1 In March 2025, Decision AO/TF/5/ATFM/TF/7/CIIFRA/9/3 officially merged the Airspace Optimisation and ATFM Task Forces into a single results-oriented group called the Airspace Management and Capacity Balancing Task Force (AMCB). This decision was also presented and discussed during the Third Meeting of Rapporteurs of the North American, Central American and Caribbean Working Group (NACC/WG/RAP/03) held at the ICAO Regional Office in Mexico City, Mexico, in March 2025.

5.2 The AMCB/TF incorporates:

- The previously separate lines of work of AO/TF and ATFM/TF
- Improved regional coordination with AIM and MET stakeholders
- Alignment with the efforts of the CAR/SAM Regional Planning and Implementation Group (GREPECAS) and the SAM Implementation Group (SAM/IG).

5.3 Los Términos de Referencia y el Programa de Trabajo actualizados se presentan en el **Apéndice** a esta nota para su aprobación por la NACC/WG/10.

6. Próximos pasos y recomendaciones

6.1 Se invita a la Reunión a:

- a) alentar a los Estados a que le envíen información sobre los límites FIR y las capacidades aeroportuarias y del espacio aéreo a más tardar a finales de agosto de 2025;
- b) respaldar los esfuerzos para desarrollar una herramienta digital que registre y visualice las capacidades FIR y de espacio aéreo/aeropuerto, apoyando así una estrategia regional de modernización;
- c) apoyar la coordinación futura con los expertos de AIM y los AMCB para reducir las inconsistencias en la planificación de vuelos;
- d) promover el AMCB/TF como una plataforma colaborativa y orientada a resultados, alineada con los objetivos del GANP de la OACI.
- e) respaldar el nombramiento y la alineación institucional del AMCB/TF como sucesor consolidado del AO/TF y el ATFM/TF

APPENDIX

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

Terms of Reference (ToRs)

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

1. Developing and implementing a Work Program, 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 according with the CAR/SAM Planning and Implementation Regional Group (GREPECAS) eANP Vol III, while taking into consideration the recommendations of Agenda item 3 of the ANC-14
2. Develop a regional Free Route Airspace concept, in collaboration with the ICAO South America Region (SAM)
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 plans, periodically monitor their progress, and report to the NACC/WG
6. Identify deficiencies and constraints regarding airspace optimization 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 NAM/CAR Regions according with the NAM/CAR Regional Performance-based Air Navigation Implementation Plan (RPBANIP) and agreed targets in a manner that is 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 services 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
10. Ensure alignment with GREPECAS/22 outcomes, including:
 - a. Conclusion 22/5 – Harmonization of the CAR/SAM ATM Contingency Management Framework
 - b. Conclusion 22/6 – Integration of NEOSPACE-1 project harmonized documents into planning activities
 - c. Conclusion 22/7 – Structured evaluation of new airspace concepts including FRA and DAM
 - d. Conclusion 22/20 – Implementation of AN-Conf/14 Recommendations 3.1/1 (longitudinal separation), 3.1/4 (FRA), and 3.2/2 (performance data)
 - e. Decision 22/19 – Coordination with GREPECAS KPI Ad-hoc Group (KAHG) for performance monitoring

Composition

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

Working Methods

1. Present its work programme containing activities in terms of objectives, responsibilities, deliverables, and timelines.
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 TF, 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 **Attachment**, 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 duration of no longer than six (6) months, unless a time extension is requested from the NACC/WG by the TF; and
 - iv. Will present its deliverable(s) to the TF Rapporteur for presentation to the TF as a whole.
5. Coordinate tasks to maximize efficiency and reduce costs via electronic means including emails, telephone and teleconference calls, and convene meetings as necessary
6. 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 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 and be promulgated for consideration 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.

Alignment with GREPECAS/22

The AMCB Task Force Terms of Reference reflect the strategic and operational direction of GREPECAS/22, ensuring that regional efforts in airspace optimization and ATFM are harmonized across the CAR/SAM Regions. The task force will prioritize implementation of GREPECAS/22 outcomes, including airspace concept evaluation (Conclusion 22/7), contingency harmonization (Conclusion 22/5), and alignment with AN-Conf/14 recommendations under Conclusion 22/20.

Attachment 1 – Work Programme Example

Based on the tasks assigned to the Group by the NAT IMG/62, the work programme was confirmed as assigned:

- a) address issues related to risk mitigation
- b) develop procedures and planning material for the implementation of lateral and longitudinal separation reductions
- c) monitor developments concerning Automatic Dependent Surveillance – Broadcast (ADS-B) and develop supporting documentation
- d) update, as necessary, the NAT Contingency Plan (NAT Doc 006) and the NAT Application of Separation Minima (ASM) (NAT Doc 008) documents.
- e) develop updates, as necessary, for NAT Doc 007 and the NAT Regional Supplementary Procedures (Doc 7030 SUPPs)
- f) provide inputs to regional safety management
- g) supervising the activities of the project teams for which a supervisory role was assigned and reported to the NAT IMG
- h) optimize the use of the NAT voice communications resources and plan for and support future implementations from a procedures and operations perspective
- i) develop procedures and planning material to allow the removal of the Oceanic Clearance in the NAT (NAT OCR PT)
- j) support work relating to the footprint of the OTS (lateral, vertical and time period);
- k) consolidate the NAT policy for uniform application of User Preferred Routings (UPR) in the NAT
- l) support implementation of System wide information management (SWIM) and FF-ICE
- m) support the Operational Trial to Support Data Collection for utilization of FLs above FL410 with the understanding that existing vertical separation standards will still continue to be applied, and
- n) explore the operational and technical capabilities with adjacent Regions to improve the delivery of NAT route amendments prior to crossing the OEP (e.g. CPDLC loadable route uplinks) in support of seamless operational boundaries.

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 2: 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