



ICAO

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

WORKING PAPER

AMCB/TF/2/CIIFRA/11 — WP/02
26/03/26

**Second Meeting of the North American, Central American and Caribbean Working Group
(NACC/WG) Airspace Management and Capacity Balancing Task Force and Eleventh Meeting of the
CANSO IATA ICAO Free Route Airspace Team
(CIIFRA) (AMCB/TF/2/CIIFRA/11)
Mexico City, Mexico, 20 to 24 April 2026**

Agenda Item 2: Follow-up on Valid Conclusions and Decisions from AMCB/TF/1/CIIFRA10 Meetings

FOLLOW-UP ON VALID CONCLUSIONS AND ESTABLISHMENT OF SUBTASK AD HOC GROUPS

(Presented by the Secretariat)

EXECUTIVE SUMMARY

This working paper provides a status update on the valid conclusions and decisions from the AMCB/TF/1 and CIIFRA/10 meetings, including progress achieved, areas with limited advancement, and persistent challenges affecting regional implementation. It further identifies specific implementation gaps, particularly related to uneven progress among States, limited data availability, and the need for enhanced cross-border coordination. In this context, the Secretariat proposes the use of Ad hoc Groups, in accordance with existing NACC/WG working mechanisms, to address specific subtasks aimed at accelerating implementation and strengthening regional coordination.

Action:	Under paragraph 5.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Every Flight is Safe and Secure• Aviation is Environmentally Sustainable• Aviation Delivers Seamless, Accessible, and Reliable Mobility for All• No Country Left Behind• The International Civil Aviation Convention and Other Treaties, Laws and Regulations Address All Challenges• The Economic Development of Air Transport Assures the Delivery of Economic Prosperity and Societal Well Being for All
<i>References:</i>	<ul style="list-style-type: none">• AMCB/TF/1 Final Report• CIIFRA/10 Outcomes• ICAO GANP (Doc 9750)

1. Introduction

1.1 The AMCB Task Force continues to build upon the outcomes of AMCB/TF/1 and CIIFRA/10, focusing on advancing airspace optimization and ATFM integration across the NAM/CAR Regions. These efforts are also aligned with recent GREPECAS conclusions and decisions related to the implementation of Free Route Airspace (FRA), airspace optimization, and enhanced regional interoperability, ensuring coherence between the work of the NACC/WG and GREPECAS.

2. Status of Previous Conclusions

2.1 Progress has been observed in:

- a) Initial Free Route Airspace (FRA) and Strategic Direct Route (SDR) initiatives
- b) Strengthened collaboration through CIIFRA
- c) Increased engagement in ATFM coordination activities

2.2 Notwithstanding these advancements, challenges remain:

- a) uneven implementation among States and Flight Information Regions (FIRs), particularly in the Caribbean, where limitations in infrastructure, technical resources, and operational maturity have been identified;
- b) Limited data availability for decision-making
- c) Need for enhanced cross-border coordination

2.3 Status of conclusions and decisions

2.3.1 The Secretariat has conducted a preliminary assessment of the implementation status of conclusions and decisions, identifying:

- a) **In progress:** FRA/SDR initiatives in States such as Mexico, the United States, and some Caribbean States;
- b) **Limited progress:** ATFM implementation in several Caribbean States, with uneven capabilities and reliance on external support;
- c) **No significant progress:** regional data integration and development of common performance indicators (KPIs).

2.3.2 This assessment highlights the need for more targeted and State/FIR-specific actions.

2.3.3 The list of conclusions and decisions is presented in the **Appendix** to this note, as follows:

Number	Title
C/1	REGIONAL USE OF CADENA TRAFFIC MANAGEMENT LOG (TML)
D/2	ADOPTION OF AMCB/TF TERMS OF REFERENCE (ToRs)
C/3	FIR BOUNDARY DATA AND REGIONAL DATABASE UPDATE
C/4	OPERATIONS CENTRE TRIALS IN TRINIDAD AND TOBAGO
C/5	MET MODERNIZATION FOR POTENTIAL COMMAND CENTRE OPERATIONS
D/6	ANNUAL AMCB NAM/CAR/SAM JOINT MEETING

3. Establishment of Subtask Ad Hoc Groups

3.1 To accelerate implementation and address identified gaps, the use of short-term, implementation-focused ad hoc groups is proposed, with voluntary participation from States and partner organizations, and with clearly defined objectives, deliverables, and timelines.

- a) Airspace Optimization (FRA/SDR) Group
Focused on advancing cross-border FRA implementation and harmonization
- b) ATFM and Data Exchange Integration
Focused on strengthening ATFM maturity and supporting CADENA-related initiatives.
- c) ANS Capabilities and Data (Dashboard)
Focused on developing a regional ANS capabilities database to support data-driven decision-making.
- d) Emerging Operations (including Space Operations)
Focused on addressing new operational challenges, including space launch and re-entry impacts on ATM.

3.2 These groups offer a focused and flexible approach to accelerating implementation, while ensuring alignment with regional and global priorities

3.3 Governance and operation

Each ad hoc group should:

- a) define participating States and Flight Information Regions (FIRs);
- b) designate a Rapporteur (RAP) responsible for coordination and follow-up;
- c) identify specific root causes affecting implementation;
- d) establish clear targets and timelines; and
- e) report progress periodically to the AMCB Task Force.

4. Way Forward

4.1 The Ad hoc Groups, as appropriate, should focus on delivering concrete short-term implementation results, directly contributing to NACC/WG and GREPECAS priorities, including FRA implementation, ATFM interoperability, and strengthening regional capabilities. Each Ad hoc Group will:

- a) be supported by volunteer States and partner organizations;
- b) report progress to the AMCB Task Force; and
- c) contribute to NACC/WG and GREPECAS objectives.

5. Action by the Meeting

5.1 The Meeting is invited to:

- a) take note of the status of valid conclusions and decisions;
- b) to assess the follow-up provided and the proposed updating actions in relation to the valid decisions/conclusions detailed in the **Appendix**;
- c) provide comments on the identified implementation gaps and challenges; and
- d) support the use of Ad hoc Groups, as appropriate, to advance the identified priorities.

STATUS AND FOLLOW-UP OF EXISTING CONCLUSIONS (C) AND DECISIONS (D)

Meeting	C/D	#	Area	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow up and comments	Responsible of the action	Completion Date	Status (Valid, Superseded, Completed)
AMCB/TF/2/CIIFRA/10	C	1	ATM	REGIONAL USE OF CADENA TRAFFIC MANAGEMENT LOG (TML)	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.	Implementation promoted; initial trials ongoing. Further monitoring required for full adoption. It is proposed to extend the validity of the task for the next AMCB/3	States, ANSP	By 31 March 2026	Valid
AMCB/TF/2/CIIFRA/10	D	2		ADOPTION OF AMCB/TF TERMS OF REFERENCE (ToRs)	That, the AMCB/TF adopt the ToRs included in Appendix B to the SoD as the guiding framework.	ToRs adopted and being applied. No further action required.	AMCB/TF	Immediately	Valid
AMCB/TF/2/CIIFRA/10	C	3		FIR BOUNDARY DATA AND REGIONAL DATABASE UPDATE	That, a) States with a FIR provide updated FIR boundary data by 31 December 2025;	State coordination ongoing; some data still pending. Secretariat will generate a proposal to amend the NAP with the information available from the states by August 2026	States, ICAO	By 31 December 2025	Valid
					b) ICAO compile and validate data for submission	Data compilation and validation in progress.			

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					to the NACC/WG and GREPECAS; and				
					c) ICAO continue developing the digital regional dashboard for FIR data, KPIs, and project milestones, and prepare an integrated report to GREPECAS/23.	Dashboard development ongoing; initial structure in place.			
AMCB/TF/2/CIIFRA/10	C	4		OPERATIONS CENTRE TRIALS IN TRINIDAD AND TOBAGO	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;	Coordination with Trinidad and Tobago ongoing.	States, ICAO, Trinidad and Tobago	By 30 June 2026.	Valid
					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	Pending trial results.			
					c) ICAO circulate the draft concept document to NACC States and Territories for discussion by 30 June 2026.	To be circulated after validation of results.			
AMCB/TF/2/CIIFRA/10	C	5		MET MODERNIZATION FOR POTENTIAL COMMAND CENTRE OPERATIONS	That, the MET/TF and the AMCB/TF work coordinately 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	Coordination initiated; priority areas under development.	States, MET/TF	By 30 June 2026	Valid

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AMCB/TF/2/CIIFRA/10	D	6		ANNUAL AMCB NAM/CAR/SAM JOINT MEETING	a) the NACC Regional Office coordinate AMCB annual meeting jointly with the SAM Regional Office beginning in 2026; and	Planning coordination between NACC and SAM ongoing.	ICAO (MET/TF and AMCB/TF)	by 31 December 2026	Valid
					b) NAM, CAR and SAM States align their work programmes harmonize FRA and ATFM roadmaps for presentation to GREPECAS by 31 December 2026.	Initial alignment discussions underway.			

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