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**Eleventh Meeting of the North American, Central American and the Caribbean Working Group
(NACC/WG/11)**

Guatemala City, Guatemala, September 21-25, 2026

**Agenda Item 3: Presentation of the progress of the action plans of the NACC/WG Task Forces
and the progress in the regional work**

**PROGRESS UPDATE OF THE AIRSPACE MANAGEMENT AND CAPACITY BALANCING TASK FORCE
(AMCB/TF)**

(Presented by AMCB/TF Rapporteurs and Secretariat)

EXECUTIVE SUMMARY

This Working Paper provides the NACC/WG with an update on the activities and progress of the Airspace Management and Capacity Balancing Task Force (AMCB/TF), including the outcomes of the Second Meeting of the AMCB Task Force and Eleventh Meeting of the CANSO-IATA-ICAO Free Route Airspace Team (AMCB/TF/2/CIIFRA/11), held in Mexico City from 20 to 24 April 2026, and subsequent activities undertaken during 2026.

The AMCB/TF continues to provide a consolidated regional framework for airspace optimization, Air Traffic Flow Management (ATFM), Free Route Airspace (FRA), Collaborative Decision Making (CDM), operational data exchange, and coordination of emerging operational challenges.

AMCB/TF/2/CIIFRA/11 identified five principal areas for continued action: GNSS interference awareness and mitigation; review of the minimum ATS route network; assessment of regional FRA readiness; strengthening regional data sharing through CADENA and related mechanisms; and development of regional airspace optimization and FRA guidance.

Since the April meeting, work has continued toward transitioning these activities from planning to implementation, including development of the FRA Readiness Assessment, continued regional ATFM and CADENA coordination, airspace and airport capability assessments, FRA/UPR/SDR activities, coordination associated with major events, commercial space operations, and increased NAM/CAR/SAM collaboration.

Action:	See Section 7.
<i>Strategic Objectives:</i>	• 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>	• AMCB/TF/2/CIIFRA/11 Summary of Discussions, Mexico City, 20–24 April 2026 • AMCB/TF/1/CIIFRA/10 Summary of Discussions • ICAO Global Air Navigation Plan (GANP), Doc 9750 • ICAO Doc 9854, Global Air Traffic Management Operational Concept • Applicable GREPECAS Conclusions and Decisions

1. Introduction

1.1 The Airspace Management and Capacity Balancing Task Force (AMCB/TF) was established as the consolidated regional mechanism for activities previously addressed through separate Airspace Optimization and Air Traffic Flow Management workstreams. The structure provides a coordinated framework for addressing airspace optimization, capacity and demand balancing, ATFM, FRA implementation, operational data exchange, and related regional initiatives.

1.2 The Second Meeting of the AMCB/TF and Eleventh Meeting of CIIFRA (AMCB/TF/2/CIIFRA/11) was held at the ICAO NACC Regional Office in Mexico City from 20 to 24 April 2026. The meeting brought together States/Territories, international organizations, industry, ANSPs and other stakeholders to advance regional implementation activities.

1.3 The meeting emphasized the need to move from individual initiatives toward a coordinated, data-driven and performance-based regional approach. Attention was given to differences in State and ANSP capabilities, the need for measurable operational improvements, and the importance of harmonization across FIR and regional boundaries.

1.4 This paper provides NACC/WG/11 with the principal outcomes of AMCB/TF/2/CIIFRA/11 and an update on subsequent activities and priorities being advanced through the AMCB framework.

2. OUTCOMES OF AMCB/TF/2/CIIFRA/11

2.1 AAMCB/TF/2/CIIFRA/11 reviewed the strategic direction and technical programme of the Task Force. Discussions emphasized regional coordination, Collaborative Decision Making, operational data sharing, airspace optimization, FRA transition, emerging operational challenges and the development of practical and measurable implementation activities.

2.2 Five principal Conclusions/Decisions resulted from the meeting:

2.2.1 GNSS Interference Awareness and Mitigation

The meeting recognized the increasing operational and safety risks associated with GNSS jamming and spoofing. States, ICAO and industry were encouraged to strengthen awareness, reporting, information exchange and operational preparedness related to GNSS interference.

2.2.2 Review of the Minimum ATS Route Network

The meeting recognized that the transition toward FRA should be implemented progressively and that conventional ATS routes will continue to be required in portions of the Region.

A regional review of the minimum ATS route network was therefore identified as necessary to preserve operational resilience, contingency capability and connectivity in environments where FRA cannot yet be fully implemented.

2.2.3 FRA Readiness Assessment

The meeting agreed on the need for a standardized regional assessment of State and ANSP readiness for FRA implementation.

The assessment is intended to identify operational, technical, regulatory and institutional capabilities and gaps and provide a data-driven basis for establishing realistic implementation priorities and a regional FRA roadmap.

2.2.4 Strengthening Regional Data Sharing and CADENA

The meeting reaffirmed the importance of CADENA and other collaborative mechanisms for improving regional situational awareness, operational coordination and Collaborative Decision Making.

Emphasis was placed on improving the consistency and timeliness of operational information exchanged among States, ANSPs, airlines and other stakeholders, especially during periods of increased demand, significant weather, major events and other operations affecting multiple FIRs.

2.2.5 Regional Airspace Optimization and FRA Guidance

The meeting identified the need for practical regional guidance supporting airspace optimization and phased FRA implementation.

Such guidance should reflect differences in State capabilities and operating environments while supporting harmonization, interoperability and seamless operations across FIR boundaries.

3. Progress since AMCB/TF/2/CIIFRA/11

3.1 FRA Readiness and Regional Planning

3.1.1 Following AMCB/TF/2/CIIFRA/11, work continued development of the FRA Readiness Assessment and supporting guidance material.

3.1.2 The objective is not simply to determine whether a State can implement FRA, but to establish a common understanding of existing capabilities, operational constraints, implementation gaps and dependencies across the Region.

3.1.3 The assessment will support the development of a phased regional approach that recognizes that FRA implementation may initially coexist with conventional ATS routes and other airspace structures.

3.1.4 Continued coordination with States, ANSPs and industry will be required to validate the assessment criteria and convert the results into practical implementation priorities.

3.2 UPR, SDR and Cross-FIR Airspace Optimization

3.2.1 User Preferred Route (UPR), Strategic Direct Route (SDR) and other airspace optimization initiatives continue to provide opportunities for near-term operational improvements while the Region progresses toward broader FRA implementation.

3.2.2 The AMCB/TF continues to support increased harmonization of these initiatives across FIR boundaries. Attention is being given to the operational requirements at FIR interfaces, coordination procedures, flight planning considerations, Letters of Agreement, TMA connectivity and the interaction between optimized trajectories and existing ATS route structures.

3.2.3 These activities provide an important bridge between the existing fixed-route environment and the longer-term regional objective of progressively implementing FRA.

3.3 Airspace and Airport Capabilities

3.3.1 Work continues to improve the regional understanding of airspace and airport capabilities.

3.3.2 The collection and validation of capability information is intended to support ATFM implementation, capacity analysis, airspace optimization and identification of regional implementation gaps.

3.3.3 The AMCB/TF will continue encouraging States and ANSPs to provide and maintain accurate capability information so that regional planning can increasingly be based on operational data rather than assumptions regarding available capacity or infrastructure.

3.4 FIR Boundary Information

3.4.1 Accurate and harmonized FIR boundary information remains important baseline work for airspace planning and regional interoperability.

3.4.2 The AMCB/TF continues to support the identification and resolution of inconsistencies in FIR boundary information through coordination among neighbouring States/Territories/Organizations and the appropriate ICAO mechanisms.

3.4.3 Accurate boundary information is particularly important as the Region expands cross-FIR optimization, FRA, UPR/SDR and automated flight planning initiatives.

3.5 ATFM, CADENA and Collaborative Decision Making

3.5.1 The AMCB/TF continues to promote a regional ATFM approach based on collaboration, timely information exchange and increased operational coordination among States, ANSPs, airlines and other stakeholders.

3.5.2 CADENA remains an important mechanism supporting regional information sharing and CDM. Continued implementation and use of tools such as the Traffic Management Log (TML) can provide a common operational picture and improve coordination across FIR boundaries.

3.5.3 Experience gained through regional trials and operational events continues to demonstrate the importance of establishing common terminology, procedures, information requirements and expectations among participating stakeholders.

3.6 Major Events and ATFM Lessons Learned

3.6.1 Major events provide an opportunity to validate regional ATFM coordination mechanisms under periods of concentrated demand and increased operational complexity.

3.6.2 The FIFA World Cup 2026 highlighted the effectiveness of regional Air Traffic Flow Management (ATFM) coordination across the CADENA region. Strong collaboration among SENEAM, the FAA, NAV CANADA, airlines, and other stakeholders ensured that increased traffic demand associated with the tournament was managed efficiently. The temporary use of PASSUR and Thales ATFM tools significantly enhanced situational awareness, allowing participating ANSPs to identify potential traffic issues and make more informed operational decisions. Daily CADENA World Cup coordination briefings also proved highly effective in supporting collaborative decision-making and maintaining a common operational picture throughout the event.

Despite challenges such as adverse weather, the Venezuela earthquake, uncoordinated charter team flights, and several space launch activities, no major disruptions to World Cup operations were reported. Participants noted that success was attributable not only to ATFM technology but also to the commitment

and cooperation of ANSPs and airlines across the region. A key lesson learned was that regular coordination meetings, supported by effective ATFM tools and strong stakeholder engagement, provide a robust framework for managing major international events and could serve as a model for future large-scale operations and contingency situations.

3.6.3 Lessons identified through these activities should be incorporated into future regional ATFM planning and used to strengthen procedures for other major events affecting multiple States and FIRs.

3.7 Commercial Space Operations

3.7.1 The continued growth of commercial space operations is creating new airspace-management challenges for the NAM/CAR Region.

3.7.2 Launch, re-entry and contingency activities can affect multiple FIRs, routes and airline operations and require timely coordination among aviation authorities, ANSPs, operators, airlines and other stakeholders.

3.7.3 Work continues toward improving regional understanding of notification requirements, operational impacts, contingency considerations and coordination mechanisms associated with space operations.

3.7.4 A regional Space Operations Workshop is planned for Orlando, Florida, from 2 to 4 November 2026. The activity is intended to strengthen operational understanding and facilitate dialogue among States, ANSPs, industry and space-operation stakeholders.

3.8 NAM/CAR/SAM Coordination

3.8.1 Air traffic flows and airspace optimization initiatives increasingly require coordination beyond individual ICAO regional boundaries.

3.8.2 FRA, ATFM, UPR/SDR, operational data exchange and other optimization initiatives affecting the interface between the CAR and SAM Regions require greater harmonization to avoid creating new operational discontinuities at regional boundaries.

3.8.3 A joint NAM/CAR/SAM ATM meeting is planned in Lima, Peru, from 19 to 21 October 2026. The meeting will provide an opportunity to strengthen interregional coordination and identify common implementation priorities.

3.9 Development of Regional Procedure for ATS Route Structure Amendments

3.9.1 As part of the AMCB TF project activities, a subgroup prepared a draft regional procedure governing the review, coordination, and submission of Proposals for Amendment (PFAs) to the CAR/SAM ATS Route Structure. The draft procedure was developed to provide a practical and harmonized framework for States and International Organizations when proposing amendments to the regional ATS route network. This draft procedure will be circulated for regional technical review amongst CAR/SAM stakeholders to facilitate further refinement and regional consensus.

3.10 AMCB Virtual TF meeting – 29 July 2026

3.10.1 Key actions arising from the 29 July 2026 AMCB Task Force Virtual Meeting included:

- a) Advancing regional NOTAM standardization efforts regarding STOs;
- b) Strengthening training and education initiatives across aviation disciplines for handling STOs; c) Improving regional coordination on emerging airspace and space operations challenges;
- c) Members agreed to review and provide feedback on the regional survey aimed at FRA Readiness Assessment;
- d) Commitment to continuing quarterly coordination meetings with CANSO;
- e) Collaborating with the AIM Task Force on the publication of AICs related to space launch activities; and
- f) Promoting the COMPASS website as a regional source of space operations information.

4. Implementation Priorities

4.1 Based on the outcomes of AMCB/TF/2/CIIFRA/11 and subsequent coordination, the AMCB/TF will continue focusing on implementation activities that provide measurable operational benefits.

4.2 Priority activities include:

- a) completing and analyzing the FRA Readiness Assessment;
- b) advancing development of a phased regional FRA implementation approach;
- c) reviewing the minimum ATS route network necessary to support operational resilience and contingency requirements;
- d) continuing UPR, SDR and cross-FIR airspace optimization activities;
- e) improving the collection and validation of airspace and airport capability information;
- f) continuing work to improve the accuracy and harmonization of FIR boundary information;
- g) strengthening ATFM implementation, CADENA participation and Collaborative Decision Making;
- h) capturing and applying lessons learned from major events and other complex regional operations;
- i) improving regional coordination associated with commercial space operations; and
- j) strengthening NAM/CAR/SAM coordination to support seamless implementation across regional boundaries.

4.3 These activities are mutually dependent. FRA, ATFM, airspace optimization, operational data exchange, space operations and major-event planning should therefore not be developed as isolated initiatives. The AMCB framework provides the mechanism to coordinate these activities and identify dependencies affecting regional implementation.

5. Next steps

5.1 The AMCB/TF will maintain coordination through virtual activities and focused work between formal meetings.

5.2 Key upcoming activities include:

- a) NACC/WG/11, Mexico City, 21–25 September 2026;
- b) Joint NAM/CAR/SAM ATM Meeting, Lima, Peru, 19–21 October 2026;
- c) Regional Space Operations Workshop, Orlando, Florida, 2–4 November 2026;
- d) continued FRA Readiness Assessment and regional guidance development;
- e) continued coordination on ATFM, CADENA, UPR/SDR, airspace optimization and regional capability information; and
- f) the next AMCB/TF and CIIFRA in-person meeting planned for April 2027.

5.3 The Task Force will continue coordinating with States, Territories, international organizations, ANSPs, airlines and industry partners to ensure that its work programme remains operationally focused and produces measurable improvements in safety, capacity, efficiency and predictability.

6. Conclusion

6.1 The AMCB/TF continues to transition from establishing a regional framework toward implementation of coordinated operational improvements.

6.2 Progress toward FRA and more advanced regional ATFM cannot be achieved through isolated implementation. Differences in State capabilities, cross-FIR dependencies, data availability and emerging operational requirements require a coordinated and phased regional approach.

6.3 The work undertaken since AMCB/TF/2/CIIFRA/11 provides the foundation for developing such an approach. The next phase should focus on converting assessments, trials and individual initiatives into measurable regional implementation activities.

6.4 Continued support and active participation from States, Territories, international organizations, ANSPs and industry will be essential to achieve a safer, more efficient, resilient and increasingly seamless air navigation environment across the NAM/CAR Regions and their interfaces with neighbouring Regions.

7. Suggested Actions

7.1 The Meeting is invited to:

- a) note the progress and activities of the AMCB/TF since AMCB/TF/2/CIIFRA/11;
- b) endorse the continued development and implementation of the FRA Readiness Assessment, minimum ATS route network review, and regional airspace optimization/FRA guidance;

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- c) encourage States/Territories and ANSPs to actively participate in AMCB/TF activities and provide the operational and capability information required to support regional planning;
- d) support the continued strengthening of regional ATFM, CADENA and Collaborative Decision Making, including timely operational data exchange among States, ANSPs, airlines and other stakeholders;
- e) support increased NAM/CAR/SAM coordination for FRA, ATFM, UPR/SDR and other cross-regional airspace optimization initiatives;
- f) encourage continued regional coordination on commercial space operations and other emerging airspace-management challenges; and
- g) provide any additional guidance considered necessary for the AMCB/TF work programme and implementation priorities.

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