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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 5: Modernization of Communication, Navigation and Surveillance/Air Traffic Management (CNS/ATM), Digital Transformation and Cybersecurity for Air Navigation Services (ANS)

COLLABORATION BETWEEN FAA AND SENEAM: IMPLEMENTATION OF CLASS A ATS IN MAZATLÁN FIR

(Presented by the United States)

EXECUTIVE SUMMARY

This working paper documents the Federal Aviation Administration's (FAA) ongoing commitment to providing operational and technical guidance to States in the NACC Region for the implementation of Controller-Pilot Data Link Communications (CPDLC), Automatic Dependent Surveillance-Contract (ADS-C), and advanced airspace management. Using the May 2026 bilateral Oceanic ATS Workshop between the FAA (Oakland Oceanic Center / ZAK) and Mexico's Servicios a la Navegación en el Espacio Aéreo Mexicano (SENEAM) as a model, this paper illustrates how coordinated capacity building and procedural harmonization directly advance the safety and efficiency goals of ICAO NACC Regional MCAAP Proposal N. 15-2026.

Strategic Objectives:

- Safety
- Air Navigation Capacity and Efficiency

References:

- [NACCWG10-SoD-EN-FINAL.pdf](#)
- FRL0901 Multi-Regional Civil Aviation Assistance Programme MCAAP Procedural Handbook Amendment 4

1. Introduction

1.1 On May 20-21, 2026, SENEAM and the FAA held an Oceanic ATS Workshop at the Oakland Air Traffic Control Center (Oakland ARTCC / ZAK). This workshop focused on supporting SENEAM's plan to transition the Mazatlán Flight Information Region (MMFO FIR) from Class G (uncontrolled) to Class A airspace. This modernization will allow the development of new city pairs, enhanced safety and efficiency, and increased situational awareness within the MMFO FIR.

1.2 The bilateral engagement brought together SENEAM's executive leadership and automation specialists with Oakland ARTCC's leadership and technical subject matter experts. The workshop focused on three core objectives: understanding the operational value of converting the MMFO FIR to Class A airspace, observing live controller workflows in a high-capacity oceanic datalink environment, and identifying the technical, procedural, and training requirements needed to successfully implement SENEAM's objective of providing Class A ATS in the Mazatlán Oceanic FIR.

2. Technical and operational guidance areas

2.1 The technical workshop established a comprehensive blueprint for modernizing airspace management by aligning advanced datalink architecture with harmonized operational procedures. At its core, the initiative focuses on optimizing Class A airspace through User Preferred Routes (UPRs), which can allow operators to execute flexible, fuel-efficient lat./long. trajectories with fixed coordination points connected to FIR boundaries, oceanic transitions, and domestic entry/exit locations. This route flexibility generates substantial fuel and cost savings for operators while also providing a robust technical foundation for local ATC by integrating Controller-Pilot Data Link Communications (CPDLC) and Automatic Dependent Surveillance-Contract (ADS-C) data streams into local ATM platforms, such as the FAA's Advanced Technologies & Oceanic Procedures (ATOP) and Thales' TopSky. During the workshop, the FAA shared clear telemetry protocols used to define ADS-C reporting intervals in support of standard and emergency situations, while also emphasizing the importance of having High Frequency (HF) voice communications as a crucial backup to primary data link operations.

2.2 Beyond the technical architecture, the workshop participants discussed other relevant aspects such as human factors, inter-ANSP coordination, and achieving and preserving long-term regional capability. Transitioning controllers from voice to digital operations requires the use of Minimum Operational Performance Standards (MOPS) to ensure compliant CPDLC standardized messaging, which eliminates ambiguity, expands sector capacity, and streamlines controller workload. The workshop demonstrated how simulation labs and targeted training programs can be leveraged to drive the transition from Class G to Class A ATS in an accelerated manner. The FAA also shared that procedural harmonization between adjacent ACCs/FIRs improves when both ANSPs also harmonize and update supporting information contained in their official Aeronautical Information Publications (AIPs), and Letters of Agreement (LOAs). To assist with the transition, dedicated collaboration teams with direct lines of communication should also be established to ensure that seamless and successful cross-boundary operational/technical oceanic ATS implementations occur.

2.3 To support the workshop discussions, team members conducted hands-on laboratory testing alongside real-time observation of live operations on the control room floor. This direct access allowed for a comprehensive evaluation of active operational workflows, validating theoretical models against practical, real-world conditions.

2.4 Ultimately, the workshop fed into a broader regional capacity-building framework. By combining best practices sharing such as live facility operational observations and access to subject matter experts, the workshop directly supported initiatives linked to the NACC WG/10 approved ICAO MCAAP project, creating a repeatable operational blueprint that builds self-sustaining technical expertise across neighboring ANSPs.

3. Conclusion

3.1 NACC Commitment: During the Tenth Meeting of the North American, Central American and Caribbean Working Group (NACC/WG/10) meeting, discussions highlighted the urgency of regional data link implementation. To address this, the ICAO NACC Regional Office introduced the Project RLA/09/801 – Multi-Regional Civil Aviation Assistance Programme (MCAAP) Proposal N. 15-2026, titled "Regional Implementation of Controller-Pilot Data Link Communications (CPDLC) in the CAR Region." This project establishes a unified regional strategy to overcome key regional challenges, including limited datalink infrastructure, unharmonized implementation, inconsistent operational procedures across FIR boundaries, and limited technical training.

3.2 FAA Commitment: As a core supporter of NACC aviation development, and as an ANSP with ATC units that share common boundaries with many other NACC ATC units, the FAA has committed to playing an active role in this MCAAP project. The bilateral exchange workshop conducted with SENEAM in May 2026 can serve as a foundational blueprint, demonstrating how targeted technical workshops, simulation exposure, and operational coordination pave the way for seamless regional modernizations.

4. Suggested Actions

4.1 The Meeting is invited to:

- 4.2
- a) take note of FAA—SENEAM Mazatlán Oceanic Workshop outcomes
 - b) continue exploring opportunities to implement technologies that will enhance oceanic ATS