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INFORMATION PAPER

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**Fourth Meeting of Rapporteurs of the North American, Central American, and Caribbean
(NACC/WG/RAP/04)
Online, 6-7 May 2026**

Agenda Item 3: Status of the different Task Force Action Plans, with discussion of outstanding activities, challenges, and next steps.

**STATUS UPDATE OF THE AIRSPACE MANAGEMENT AND CAPACITY BALANCING TASK FORCE
(AMCB/TF) AND KEY OUTCOMES FROM AMCB/TF/2/CIIFRA/11**

(Presented by AMCB Rapporteurs and Secretariat)

EXECUTIVE SUMMARY

This paper presents a summary of the outcomes of the Second Meeting of the Airspace Management and Capacity Balancing Task Force (AMCB/TF/2) and the Eleventh Meeting of the CIIFRA Team, held in Mexico City from 20 to 24 April 2026.

The meeting highlighted progress in regional coordination, data sharing, and airspace optimization initiatives, while identifying key challenges related to uneven implementation, Global navigation satellite system (GNSS) interference risks, and the need for a data-driven, performance-based approach.

Five main Conclusions/Decisions were agreed, focusing on GNSS mitigation, Air traffic services (ATS) route network review, Free Route Airspace (FRA) readiness, strengthening CANSO Air Traffic Flow Management Data Exchange Network for the Americas (CADENA), and development of regional guidance for airspace optimization.

Strategic Objectives:

- Safety
- Air Navigation Capacity and Efficiency
- Security & Facilitation
- Economic Development of Air Transport
- Environmental Protection

References:

- AMCB/TF/2/CIIFRA/11 Summary of Discussions, Mexico City, 20–24 April 2026
- ICAO Global Air Navigation Plan (GANP, Doc 9750)
- ICAO Doc 9854 – Global Air Traffic Management Operational Concept
- GREPECAS Conclusions and Decisions (latest available)

1. Introduction

1.1 The AMCB/TF/2/CIIFRA/11 meeting brought together States, international organizations, and industry stakeholders to advance regional collaboration in airspace management, ATFM, and Free Route Airspace (FRA) implementation.

1.2 The discussions were aligned with ICAO strategic objectives and CAR/SAM Planning and Implementation Regional Group (GREPECAS) priorities, with emphasis on operational efficiency, safety, and regional harmonization.

2. Key Discussion Areas

2.1 Regional Coordination and Data Sharing

- Increased importance of real-time data exchange and CDM
- CADENA recognized as a key enabler for regional coordination
- Need to improve consistency in data sharing across States

2.2 Performance-Based and Data-Driven Approach

- Shift from compliance-based to performance-driven decision-making
- Development of meaningful Key Performance Indicators (KPIs) aligned with ICAO/GREPECAS
- Need for regional gap analysis to address disparities

2.3 Airspace Optimization and FRA Transition

- FRA confirmed as a long-term regional objective
- Need for phased/hybrid implementation
- Importance of maintaining a minimum ATS route network

2.4 Emerging Operational Challenges

- GNSS interference (jamming/spoofing) identified as a major risk
- Increasing space operations impact on ATM
- Continued surveillance and ADS-B improvements

3. Main Outcomes (Conclusions and Decisions)

3.1 The meeting adopted five key outcomes:

- GNSS Interference Awareness and Mitigation
- Review of Minimum ATS Route Network
- FRA Readiness Survey
- Strengthening Regional Data Sharing (CADENA)
- Development of Regional Airspace Optimization and FRA Guidance

3.2 These actions aim to enhance safety, efficiency, and coordination across the NAM/CAR Region.

4. Challenges Identified

- Uneven levels of implementation and capability across States
- Gap between infrastructure investment and operational performance
- Limited integration between authorities and Air Navigation Service Providers (ANSPs)
- Need for stronger regional coordination and prioritization

5. Next Steps

5.1 Task Force Roadmap

- Conduct FRA readiness survey and regional gap analysis
- Strengthen use of CADENA and CDM practices
- Develop regional guidance material for airspace optimization
- Support GNSS monitoring, reporting, and mitigation
- Maintain momentum through continuous coordination

6. Conclusion

6.1 The AMCB/TF continues to play a critical role in advancing regional air navigation efficiency and safety. The outcomes of this meeting reinforce the need for a coordinated, data-driven, and performance-based approach to address current challenges and support future growth in the NAM/CAR Region.

APPENDIX

AMCB/TF 12-Month Action Plan (2026–2027)

1. Strategic Objective:

To operationalize a data-driven, performance-based and regionally coordinated framework for airspace management and capacity balancing across the NAM/CAR Region.

This directly supports:

- GREPECAS conclusions implementation
- Need for performance-based approach and coordination enhancement

2. Strategic Pillars

The plan is built on 4 integrated pillars:

Pillar 1 – Performance & Data-Driven Management

- Address lack of KPI monitoring
- Enable evidence-based decision-making

Pillar 2 – Regional Airspace Optimization (FRA + ATS Network)

- Implement key AMCB/TF/2 outcomes
- Ensure structured transition toward FRA

Pillar 3 – Regional Collaboration & Data Exchange

- Strengthen CADENA and CDM
- Reduce implementation gaps

Pillar 4 – Risk & Emerging Issues Management

- Address GNSS interference
- Integrate space operations impacts

3. Detailed Action Plan by Workstream

WORKSTREAM 1: Performance Framework & Monitoring

Objective: Implement a regional performance monitoring system for AMCB activities

Key Actions

- A. Define AMCB KPIs (Q2–Q3)
 - Capacity data availability
 - FIR boundary completion
 - ATFM/CDM participation levels
 - FRA readiness index
 - Flight efficiency indicators

- B. Establish central monitoring dashboard (Q3)
 - Integrated with NACC dashboard
 - Monthly updates

- C. Implement reporting cycle (Q3–Q4)
 - Monthly TF tracking
 - Semi-annual reporting to NACC/WG

Deliverables

- AMCB KPI Framework
- Live monitoring dashboard
- Standard reporting template

WORKSTREAM 2: FRA & Airspace Optimization

Objective: Advance regional airspace optimization and FRA readiness

Key Actions

- A. Conduct FRA Readiness Survey (Q2–Q3)
 - Identify maturity levels across States
- B. Harmonize ATM activities associated with Space Launch Operation across the region
 - CDM Guidance material for ANSPs/stakeholders
- C. Develop Regional GAP Analysis (Q3)
 - Identify infrastructure vs performance gaps
- D. Define phased FRA roadmap (Q3–Q4)
 - Hybrid implementation approach (Needed due to phased transition complexity)
- E. Review Minimum ATS Route Network (Q3–Q4)
 - Ensure safe transition to FRA
- F. Update Regional Guidance Material on Airspace Optimization (Q4)
 - Procedures, best practices, implementation guidance

Deliverables

- FRA Readiness Report
- Regional GAP Analysis
- FRA Implementation Roadmap
- Regional Airspace Optimization Guidance

WORKSTREAM 3: Data Sharing & Regional Coordination (CADENA/CDM)

Objective; Strengthen real-time data sharing and collaborative decision-making

Key Actions

1. Increase CADENA participation (Q2–Q4)
 - Identify non-participating States
 - Conduct onboarding sessions (CADENA identified as **key enabler** to regional **OPERATIONAL** Collaborative Decision Making (CDM))
2. Standardize data sharing requirements (Q3)
 - Define minimum data sets for capacity/demand
3. Implement CDM practices (Q3–Q4)
 - Promote operational coordination across ANSPs
4. Monitor data quality & usage (Q4–Q1 next year)

Deliverables

- CADENA participation plan
- Data-sharing standards
- CDM implementation guidelines

WORKSTREAM 4: GNSS Interference & Operational Risks

Objective: Mitigate GNSS interference risks and emerging operational threats

Key Actions

1. Establish regional reporting mechanism (Q2–Q3)
 - GNSS interference reporting format
2. Conduct awareness workshops (Q3) (GNSS interference identified as major risk)
3. Develop mitigation guidance (Q4)
 - Operational procedures
 - Contingency integration
4. Coordinate with CNS/ATM/SAR TFs (continuous)

Deliverables

- GNSS reporting framework
- Awareness programme
- Mitigation guidance material

WORKSTREAM 5: Strengthening Collaborative Methodology

Objective: Embed the new AMCB collaborative working model

Key Actions

1. Launch centralized AMCB work-board (Q2)
 - Track all actions and decisions
2. Establish governance rhythm:
 - Monthly AMCB coordination calls
 - Quarterly cross-TF sessions
3. Integrate AIM / MET / CNS coordination:
 - Flight plan errors (AIM)
 - Weather-capacity integration (MET)
4. Validate Points of Contact (Q2–Q3) ► Addresses major coordination gap
5. Create Regional SME Pool (Q3)
 - Support States with limited capacity

Deliverables

- AMCB tracking system
- Coordination meeting structure
- Updated PoC database
- SME roster

4. Timeline Overview

Quarter	Focus
Q2 (Immediate)	Launch methodology, PoC validation, FRA survey, GNSS reporting
Q3	KPI framework, gap analysis, CADENA strengthening, cross-TF integration
Q4	FRA roadmap, guidance materials, CDM implementation, mitigation plans
Q1 (Next Year)	Full performance monitoring, reporting to GREPECAS, refinement

5. Key Performance Indicators (Top-Level)

- % States participating in CADENA
- % States providing capacity data
- FRA readiness index
- Reduction in flight inefficiencies
- GNSS incidents reported/managed
- % AMCB actions on track (dashboard)

6. Key Risks & Mitigation

Risk	Mitigation
Uneven State capabilities	SME pool + targeted support
Low data quality	Dashboard validation + standards
Weak coordination	Monthly/quarterly governance
Resistance to FRA	Phased/hybrid approach
GNSS disruption impact	Monitoring + contingency planning

7. Expected Outcomes

By end of 12 months:

- Structured and **fully operational AMCB working methodology**
- Measurable progress toward **FRA implementation**
- Improved **regional data-sharing and coordination**
- Established **performance-based decision-making system**
- Enhanced resilience to **GNSS and emerging risks**