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INTERNATIONAL
CIVIL AVIATION
ORGANIZATION

Status of Frequency Management in the NAM/CAR Region

Validation mission of aeronautical frequencies used by the States and Territories of the CAR region.

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NACC/WG/TF

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Proposal for a Regional Procedure for the Management of VHF Aeronautical Frequencies

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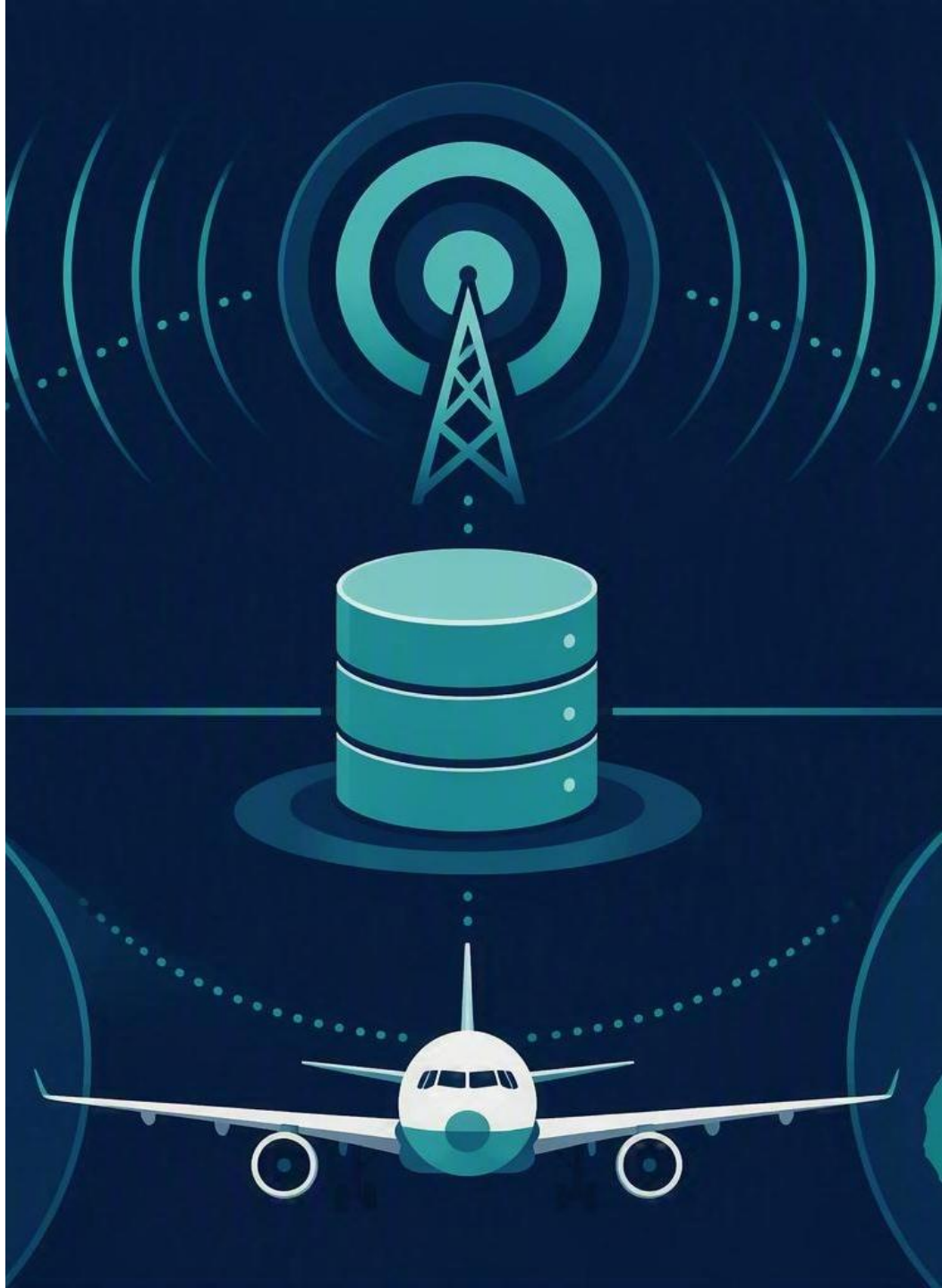
Objective

Validate, harmonize and consolidate the aeronautical frequency assignments of the NAM/CAR States and Territories, identifying the main regional challenges, to maintain a reliable and up-to-date database that strengthens the planning, coordination and protection of the spectrum, and contributes to the safety and efficiency of CNS/ATM operations.



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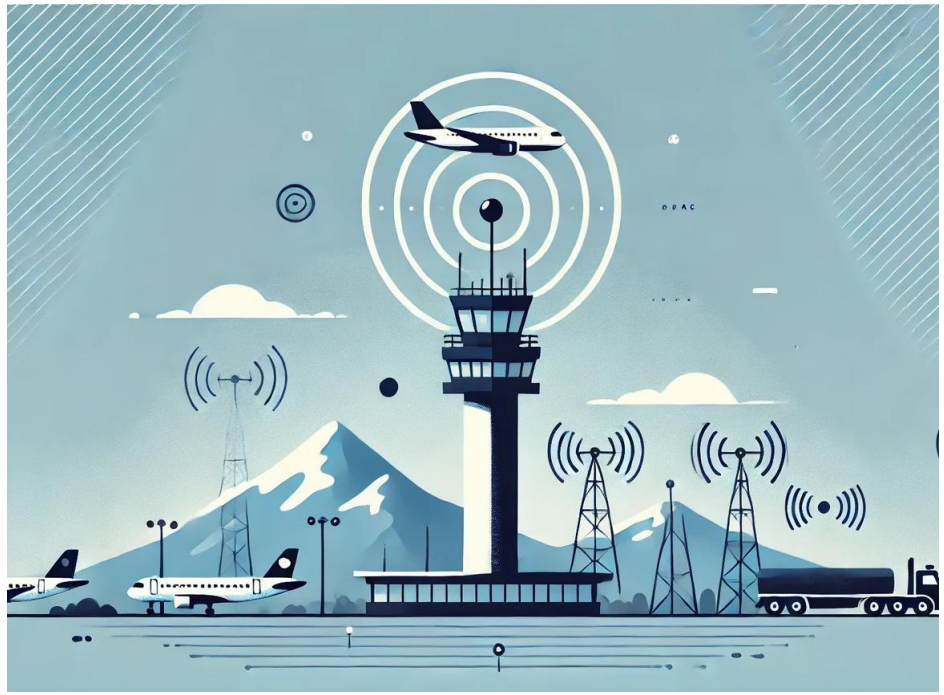
Introduction

The efficient and coordinated management of aeronautical frequencies is a fundamental requirement to guarantee the use of frequencies used for communications between aircraft, air traffic control centers, and other agencies involved in civil aviation.



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Scope of work

The work carried out included the review of information from the frequency records of 38 States and Territories of the CAR Region. In the period from August 10 to 28, 2026. Among the activities carried out were:

- Verification of frequency assignments with respect to national AIPs.
- Identification of duplicate records and inconsistencies.
- Consolidation of validated records into a regional database.
- Preparation of recommendations, considering the technical criteria indicated in Doc 9718, List COM 3 and Annex 10, Vol V.
- To prepare the proposal for the procedure for the management of the use of VHF aeronautical frequencies.

03 Regional database review

Latitude	Longitude	Frequency	FF key	Service	Range	Height	ER group	Category	Remarks	Sector name	States	ICAO HQ	OBSERVACIÓN
181217N	0630314W	118.500	500109	TWR	25	4000		ICAO	25NM; 25W		IN USE		
18D12'23"N	063D03'12"W	121.850	500392	AS	5	100		ICAO	25NM; 50W		OUT OF USE		No disponible en AIP
18D12'23"N	063D03'12"W	131.700	501027	AOC	100	25000		ICAO	25NM; 25W; LIAT, Traffic Office				
18D12'23"N	063D03'12"W	131.300	500932	AOC	100	25000		ICAO	25NM; 25W; LIAT, Traffic Office				

Latitude	Longitude	Frequency	FF key	Service	Range	Height	ER group	Category	Remarks	Sector name	States	ICAO HQ
120830N	0861011W	126.900	500637	AFIS	25	4000		ICAO	25NM; 25W		IN USE	
120830N	0861011W	120.350		APP	50	12000		ICAO	60NM, 50W	BANDINO TMA	IN USE	
120830N	0861011W	121.900	500429	AS	5	100		ICAO	10NM; 10W		IN USE	
120830N	0861011W	118.100	500038	TWR	25	4000		ICAO	25NM; 25W		IN USE	
11D59'27"N	083D46'27"W	126.950	500295	APP-L	50	12000		ICAO	75NM; 25W		IN USE	
11D59'25"N	083D45'56"W	132.300	501111	ATIS	200	45000		ICAO	25NM; 15W		IN USE	

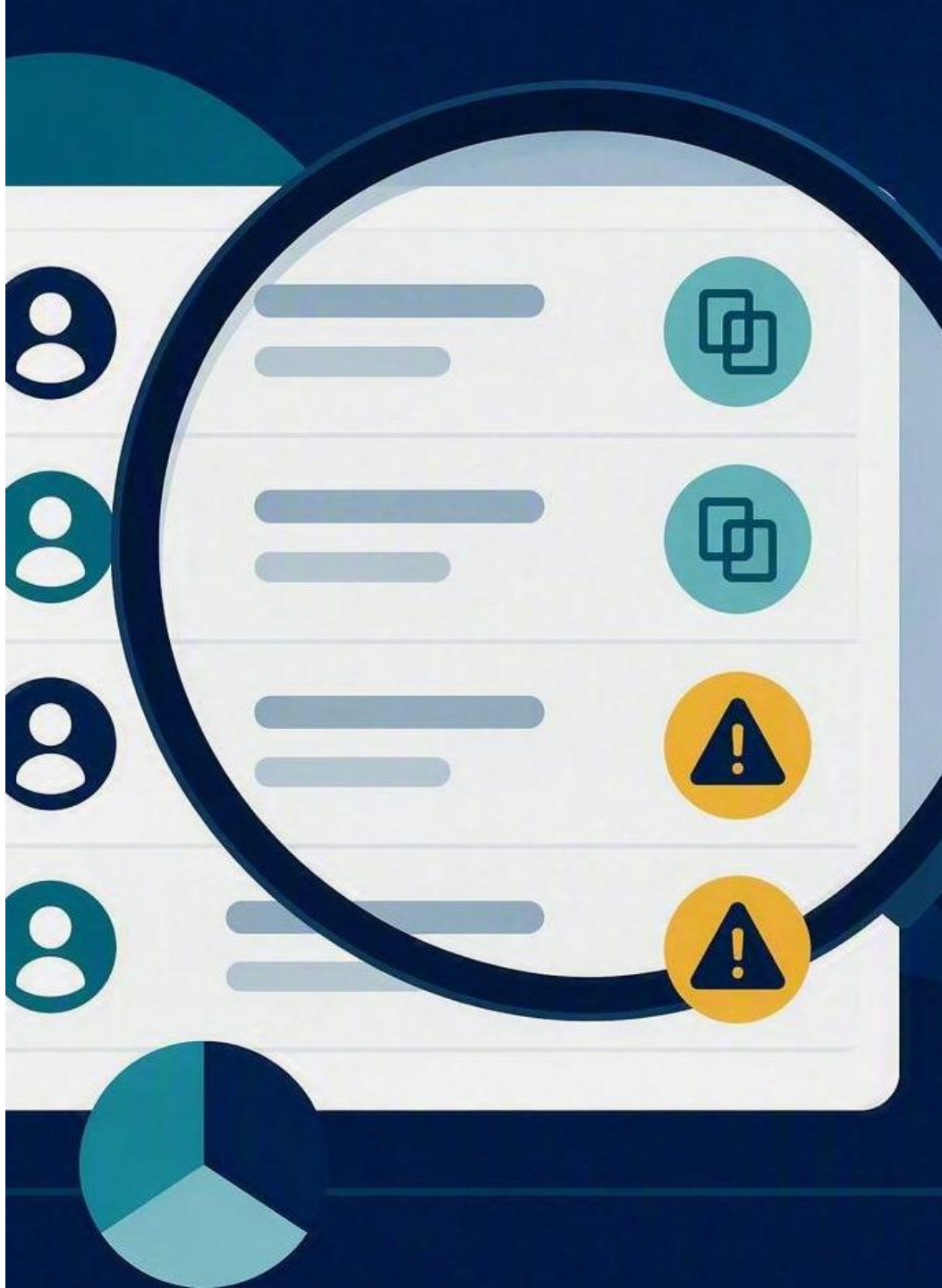
Distintivo del servicio *Service designation*	**Distintivo de llamada** *Call sign*	**Frecuencia** *Channel*	**Horas de funcionamiento** *Hours of operation*	
1	2	3	4	
APP	COCO APROXIMACION	120.5 MHZ	1200-2359 UTC	P
TWR	COCO TORRE	118.6 MHZ	H24	P
ATIS		127.675 MHZ	H24	D P
EMERG		121.5 MHZ	H24	P

MUHA AD 2.18 INSTALACIONES DE COMUNICACIONES ATS
MUHA AD 2.18 ATS COMMUNICATION FACILITIES

Designación del servicio	*Distintivo de llamada*	*Frecuencia*	*SATVOICE*	*Dirección de conexión*	*Horas de funcionamiento*	*Observaciones*
Service designation	*Callsign*	*Frequency*	*SATVOICE*	*Logon address*	*Hours of operation*	*Remarks*
1	2	3	4	5	6	7
A/G MUHA	Radio Boyeros	126.900 MHZ	NIL	NIL	H24	NIL
		5562.000 KHZ			H24	
		8876.000 KHZ			H24	
		11321.000 KHZ			H24	
APP	Terminal Habana / Habana Terminal	119.350 MHZ	NIL	NIL	H24	Para emergencia solamente / For emergency only 121.500 MHZ
		120.300 MHZ			H24	
		121.500 MHZ			H24	
ATIS	José Martí INTL	132.500 MHZ	NIL	NIL	H24	NIL
GND	Martí GND	121.900 MHZ	NIL	NIL	H24	Alternativa para / Alternative for TWR CTL 121.900 MHZ

Main findings in regional database

- Operating frequencies not registered in the regional base.
- Discrepancies with respect to planning criteria.
- Special operational characteristics.
- Discrepancies between reported information and operational situation.
- Non-operational or unused frequencies.
- Discrepancies in the classification of services.
- Inconsistency in the identification of sites.
- Limitation in the information available on AOC frequencies.



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Main regional challenges — CAR Region

INSUFFICIENT INSTITUTIONAL COORDINATION: In several States, there is not a sufficiently structured mechanism between the Civil Aviation Authority, the ANSP and the national body responsible for spectrum management.

RESPONSIBILITY NOT CLEARLY ASSIGNED: Some air navigation service providers do not have staff or a permanent focal point specifically designated for aeronautical frequency management.

LIMITED CONTINUITY: Personnel changes and the distribution of responsibilities between different areas make it difficult to follow up on requests, validations, modifications and cessations of frequencies.

REGIONAL IMPACT: National deficiencies are transferred to regional planning, reducing the timeliness, consistency and reliability of the information used for frequency coordination.

Technical capacity gaps and spectrum protection

TRAINING: Specialized knowledge and training in ICAO Annex 10, particularly Volume V, as well as in Doc 9718, planning criteria and frequency management tools, is required to be strengthened.

TECHNICAL MANAGEMENT: The lack of dedicated specialists limits the ability to perform compatibility analysis, identify potential interferences, and manage new assignments in a coordinated manner.

WRC/ITU: Notes the need to strengthen the preparation and coordination of States for the World Radiocommunication Conferences (WRCs) and their preparatory meetings.

AVIATION POSITION: National telecommunications administrations should be aware of, coordinate and defend ICAO's positions aimed at protecting the spectrum required by current and future CNS systems.

Effect on regional frequency management

REGIONAL BASIS: Differences between the actual operation, national AIPs, and regional registries reduce the reliability of the database used for planning.

NEW ASSIGNMENTS: Incomplete or outdated information can delay regional compatibility analyses and validation of new frequencies.

INTERFERENCE AND PROTECTION: Insufficient coordination increases the difficulty of preventing assignment conflicts and adequately protecting aeronautical bands.

CNS/ATM EFFICIENCY: Spectrum management should be considered an enabling function of the safety, continuity and efficiency of air navigation services.

Proposed Regional Framework: State – Regulator – ANSP – ICAO

1. DESIGNATION: Each State/ANSP should formally designate an aeronautical frequency management focal point, with clearly defined responsibilities and substitution mechanisms.

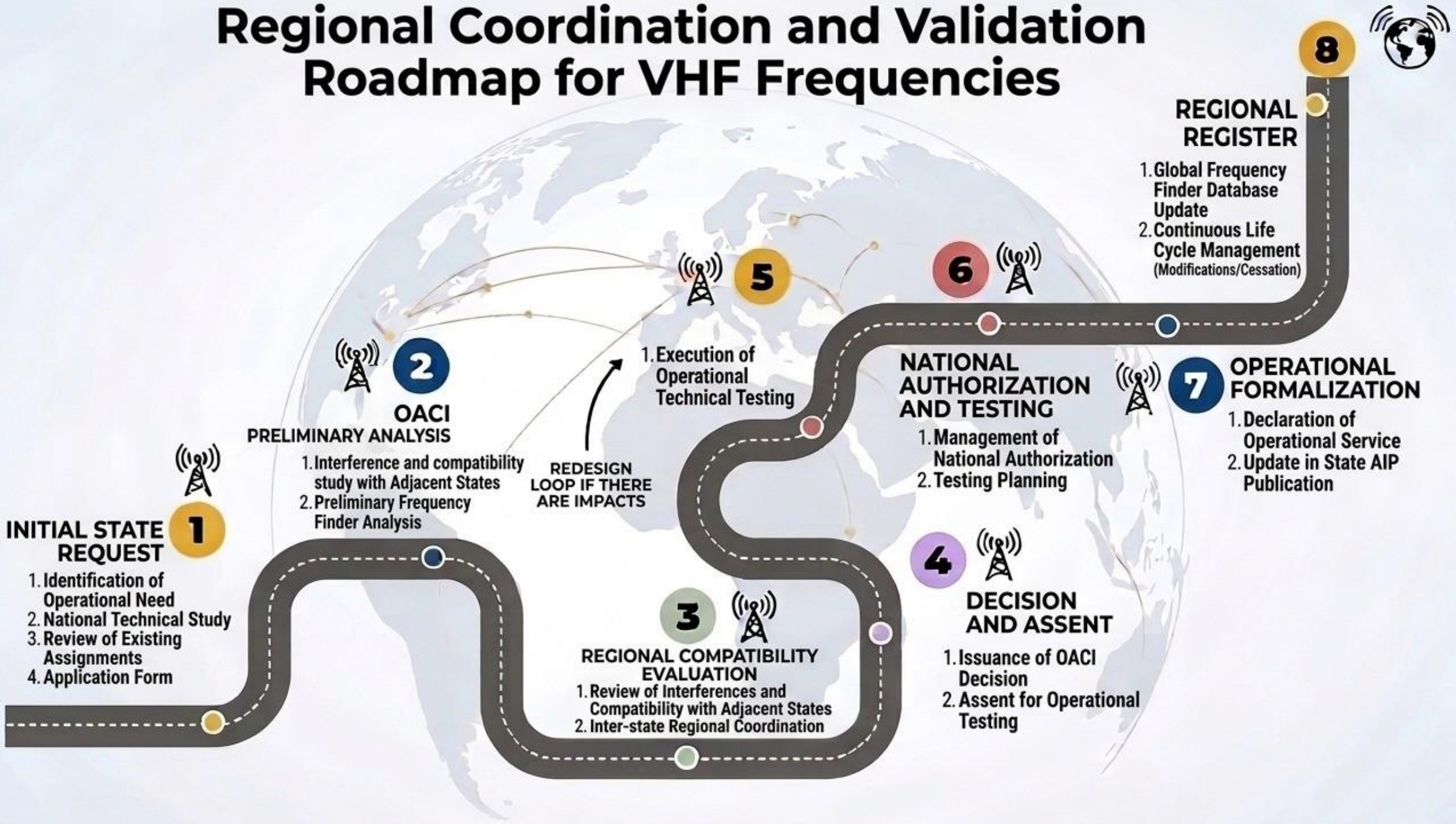
2. NATIONAL COORDINATION: Establish a permanent mechanism between the Civil Aviation Authority, the ANSP and the national spectrum regulator.

3. TRAINING: Implement periodic regional training in Annex 10 Vol. V, Doc 9718, Frequency Finder and regional coordination procedures.

4. LIFE CYCLE: Continuously manage requests, modifications, tests, entry into operation, updating of the AIP and cessation of assignments.

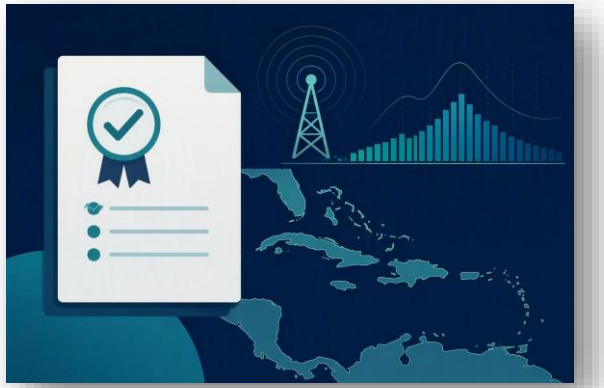
5. WRC: Strengthen national coordination prior to WRCs to ensure adequate consideration and defense of ICAO's positions on aeronautical spectrum.

Regional Coordination and Validation Roadmap for VHF Frequencies



Conclusions

- The frequency tables corresponding to 38 States and Territories of the CAR Region were reviewed and analyzed.
- The information collected was contrasted with the respective AIPs allowing the identification of discrepancies and opportunities for updating.
- The frequencies corresponding to the AOC service were classified with a status of "IN USE", this being an activity to be confirmed by the states.
- Assignments were identified from some States that do not correspond to the ranks and services defined in ICAO List 3 and technical criteria for range and altitude defined in document 9718.
- The review identified the need to strengthen the standardization of certain fields and parameters of the database, particularly those related to the type of service, coverage category, location and special operational characteristics.
- A proposal for a regional procedure for the management of the use of VHF Aeronautical Frequencies was developed.



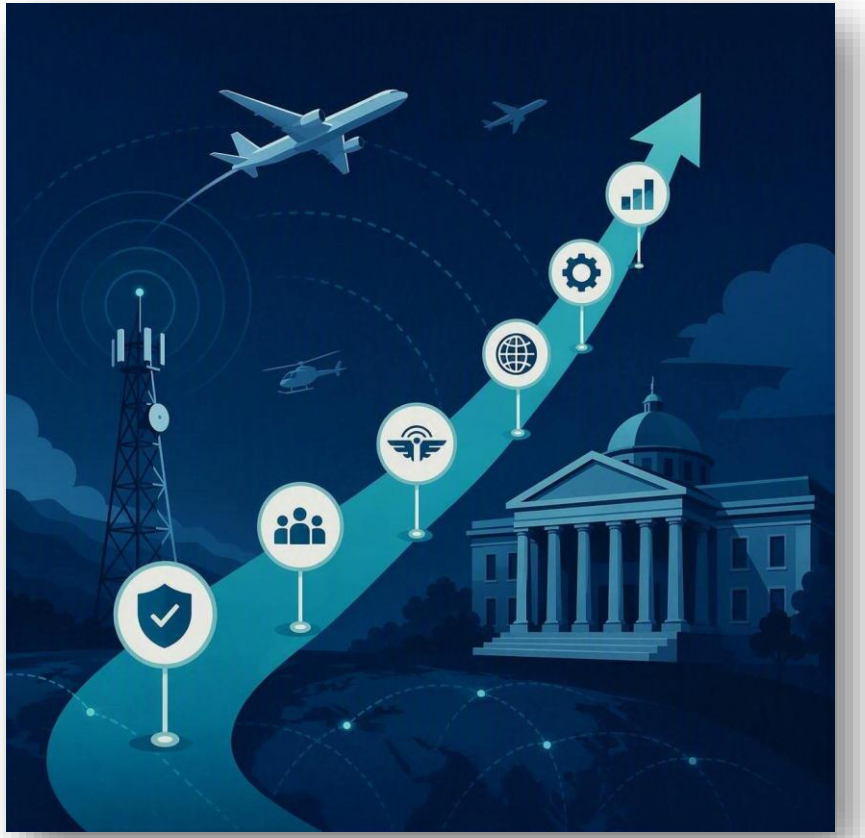
Strategic conclusions

DIAGNOSIS
The challenges identified in the CAR Region are not only data updating; there are also institutional, coordination, human resources, and technical skills gaps.

REGIONAL UNIT
The effectiveness of regional management depends on each State maintaining reliable operational information and a national structure capable of coordinating its spectrum needs in a timely manner.

PERMANENT MANAGEMENT
Frequency management must evolve from periodic validation exercises to a permanent process of planning, coordinating, updating and protecting the aeronautical spectrum.

OBJECTIVE
Consolidate a harmonized regional framework that strengthens the safety and efficiency of CNS/ATM services in the CAR Region.



Recommended priority actions

STATES / ANSP
Designate a Focal Point Frequency Management and ensure sufficient human resources for the function.

STATES
Formalize the coordination of AAC–ANSP–National Spectrum Regulator and periodically validate the assignments in use.

ICAO NACC
Maintain regional monitoring, harmonization of registries, and support to States in analysis and validation.

REGIONAL TRAINING
Establish a recurring program on Annex 10 Vol. V, Doc 9718, Frequency Finder, interferences and regional coordination.

CMR
Promote early coordination between aviation and telecommunications administrations to support and defend ICAO's positions.

REGIONAL PROCEDURE
Complete, validate and implement the regional VHF aeronautical frequency management procedure as a continuous application mechanism.

Recommendations

- That the ICAO office send to each of the States and Territories of the CAR Region, the tables delivered by the group of specialists for analysis and review of the content, so that they may issue their approval or, failing that, provide the necessary corrections.
- That States validate/confirm the information on the operational status (in use or disuse) of the frequencies used for the AOC service.
- That the ICAO regional office inform States of the discrepancies found, with respect to the use of frequencies for some services and as defined in List COM 3, so that the States may evaluate making the corresponding corrections.
- Promote the continuous updating of national AIPs to ensure that the information published accurately reflects the frequency assignments in use.

Recommendations

- Continue the development and validation of the proposal for a regional procedure for the management of VHF aeronautical frequencies, seeking its harmonization with the national processes of the States, the regional coordination mechanisms and the future version of the Frequency Finder.
- Encourage States to properly manage the use of their frequencies.
- That the ICAO Regional Office respond in a timely manner, and permanently maintain the review and follow-up of the validation requests for the use of frequencies made by the states, so that the records are updated.
- That the ICAO Regional Office guarantee qualified human resources for the purpose of maintaining the database of the states, validating the tests carried out by the states in FF and making the frequency operational in the FF.

QUESTIONS

Thank You

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