

FIRs Boundary Longitudinal separation minimums

<b>FIRs</b>	<b>Actual</b>	<b>Negotiated</b>	<b>Observations</b>
<b>Houston/México</b>	In the Gulf of Mexico area its 10 to 15 minutes	Reduce to 40 NM	It will be reduced only if the aircrafts are GNSS equipped.
<b>Mexico/COCESNA</b>	On oceanic airspace it is 15 minutes. The FIXs affected are: <ul style="list-style-type: none"> <li>• UL312 KATIS</li> <li>• UL344 NOTOS</li> </ul>	No negotiation	COCESNA is requesting to reduce to 10 minutes, Mexico will discuss if the reduction is feasible.
<b>COCESNA/Kingston</b>	40NM	Reduce to 20NM	Jamaica has made a formal request to COCESNA for Data sharing from a Radar found at Puerto Cabeza (PZA) and also to implement a Transceptor at the same site. If all goes well the reduction will be possible.
<b>Kingston/Panama</b>	80NM	Reduce to 40NM	
<b>Panama/COCESNA</b>	40NM	Reduce to 20NM in a certain area that include the next FIX points. <ul style="list-style-type: none"> <li>• UM659 LESIR</li> <li>• UM328 PAPIN</li> <li>• UR773/UA502 POXON</li> <li>• UL655 EGODI</li> <li>• UG440 ISEBA</li> <li>• UA317 BUFE0</li> <li>• UM796 PADUR</li> <li>• UM419 ANSON</li> <li>• UA322 AMUBI</li> <li>• UR505 DURAM</li> </ul> Maintain 40NM the next points: <ul style="list-style-type: none"> <li>• UA552 FALLA</li> <li>• UA321 PELRA</li> <li>• UM787 TELAX</li> </ul>	
<b>Panama/Colombia</b>	40NM	Reduce to 20NM only overflights	Colombia has ATFM implemented so they might request ATFM

			initiatives that may increase the separation required when needed.
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