

SUMMARY OF DISCUSSIONS

Third Meeting of the North American, Central American and Caribbean Working Group (NACC/WG) Airspace Optimization Task Force (AO/TF/3), Fifth Meeting of the NACC/WG Air Traffic Flow Management Implementation Task Force (ATFM/TF/5), and Seventh Meeting of the CANSO IATA ICAO Free Route Airspace (CIIFRA/7) Team
(AO/TF/3/ATFM/TF/5/CIIFRA/7)
Mexico City, Mexico and on-line, 25 to 29 September 2023

List of Participants

83 participants from the NAM/CAR/SAM Regions attended the event, representing 15 NAM/CAR States, 2 SAM States, and 14 International Organizations/industry (refer to **Attachment A**).

Agenda:

Refer to **Attachment B**.

Opening

Mr. Julio Siu, Deputy Regional Director of the North American, Central American and Caribbean (NACC) Office of the International Civil Aviation Organization (ICAO) provided opening remarks and Mr. Javier Vanegas, Director, Latin America and Caribbean Affairs of the Civil Air Navigation Services Organization (CANSO), and Mr. Ernest Snyder Regional Officer, Air Traffic Management, of the NACC Regional Office welcomed the participants and officially opened the meeting.

Documentation

The Meeting related documentation was available at the following link:
<https://www.icao.int/NACC/Pages/meetings-2023-atf5.aspx>.

Meeting organization

The AO/TF/3/ATFM/TF/5/CIIFRA/7 Meeting was held with the participation of the Rapporteurs of the del North American, Central American and Caribbean Working Group (NACC/WG) Airspace Optimization (AO) and the Air Traffic Flow Management (ATFM) Task Forces, Messrs. Riaaz Mohammed (Trinidad and Tobago) and Vernon Payne (United States) respectively. Messrs. Mohammed and Payne chaired the meeting plenary. Mr. Ernest Snyder, Regional Officer, Air Traffic Management served as Secretary of the Meeting, assisted by Mr. Eddian Méndez, Regional Officer Air Traffic Management and Search and Rescue, both of the ICAO NACC Regional Office.

The Secretariat presented WP/01 and invited the Meeting to approve the Provisional Agenda and Schedule. The Meeting approved the Agenda as presented and adjusted the Schedule as necessary.

Agenda Item 1: *CADENA Regional Implementation Group (RIG) and Air Navigation Service Providers (ANSPs) Updates*

1.1 Mexico presented its Air Navigation service Provider (ANSP) SENEAM Strategic Direct Route (SDR) Trials (see table below), and created SDR operations during evenings, times are as follows for the different Centres in Mexico:

MMZT	0400 – 1200 UTC
MMTY	0400 – 1200 UTC
MMID	0400 – 1200 UTC
MMEX	0500 – 1000 UTC

1.2 Mexico is moving towards 24-hour SDR operations at or above Flight Level FL400; therefore, Mexico will begin limited versions of CANSO IATA ICAO Free Route Airspace (CIIFRA) type testing during day shifts. This will allow for increased awareness and familiarity for more Air Traffic Control Officers (ATCOs) during this slow phase in.

M219 Offload Test – United States

1.3 The M219 offload test involved the creation of “escape” routes for Cancun departures traditionally filing M219. This plan could eventually expand to allow for departure points beyond MMUN, even possibly to South American airports. M219 is prone to Traffic Management Initiatives (TMIs) due to volume and weather. Two routes are proposed, first, depart out of MMUN to the Northwest then turn Northeast and fly through the Western portion of ZHU’s Gulf airspace to HRV then via domestic preferential, or playbook, routings or second, depart out of MMUN to the East through MUFH, around the South of Florida, then North to join the appropriate Atlantic route for the destination aerodrome. These routes can be used if approved by ZMA and ZHU.

1.4 Southwest Airlines said work on limited communication and surveillance capabilities throughout the region still needs to be done, FEDEX said Air Navigation Service Providers (ANSPs) coordination of availability information for the routes needs to be done in a timely manner for fuelling and scheduling purposes, and United States said the routes will go into the Federal Aviation Administration (FAA) database; however, there have been no formal discussions about the timing of this. Cuba Added there is a proposal to split the Flight Information Region (FIR) western sector into two individual sectors. With the proposed M219 relief routes, it looks like the southwestern sector will handle the MMUN departures and the northwestern sector will handle the MMUN arrivals. CANSO commented that strategic and advance planning for the route activation is needed, and it is important to get ahead of any route closures to avoid the “right now” and “no notice” method of working it. An earlier tactical decision for the closure issuance could mitigate this. Air Canada asked if this could be utilized for traffic to Canada and United States said it could be possible but will probably not end up being mandatory, ICAO said this scheme was an outcome of a CIIFRA meeting held in Merida in 2022 between Cuba, Jamaica, Mexico and United States.

1.5 Cuba briefed on the Cuban Air Navigation Company (ECNA) to Central American Corporation for Air Navigation Services (COCESNA) Free Route Trial. This will be effective 0400-1100 UTC at or above FL300. It will be used primarily between IKBIX (a ZMA MUFH boundary fix) to Central America and in reverse. The trial may be extended another quarter into 2024. Cuban law requires air traffic to be on an airway or a special, approved route; however, variance requests can be made. There is a need to respect the interactions and responsibilities of neighbouring facilities. Highlighting that the main sources of traffic depart and land nearby creating a lot of climbing and descending traffic would be a challenge.

Regional Airport Construction Updates

1.6 Southwest Airlines said San Juan is closing their long runway for 365 days starting 15 January 2024. The time may be reduced to 9 months. Trinidad and Tobago said more regionally available information about airport expansion plans is needed. Jamaica is currently working on airport expansion and will compile the information for the CANSO Air Traffic Flow Management Data Exchange Network for the Americas (CADENA) (Regional Implementation Group (RIG).

Airport Construction Projects – An Airline Perspective

1.7 Southwest Airlines uses NAP to track airport projects and said it would be helpful if CADENA would compile airport construction information. United States said the FAA Air Traffic Control System Command Center (ATSCC) creates a System Impact Report (SIR) but it does not track all of the projects, could possibly add construction tracking to the CADENA Operational Information System (OIS). The Meeting noted the possible exchange of templates and information in the OIS, recognizing that there is information on the OIS but it could be more robust.

1.8 CADENA SWAP –A brief explanation of the CADENA SWAP route work CADENA brainstorming Session was held, Southwest Airlines asked if a step back would be taken or to continue on with new implementations, or if do they take a step back to see if what has been done needs any work, so United States mentioned there is an opportunity to use CADENA to transition from distributing TMLs via Notice to Airmen (NOTAM) to distributing them through the OIS, CANSO said CADENA should take a look at the FAA Traffic Management Log with an eye on adapting it for regional use.

Grand Turk (GTK) Radar Briefing – (SWA)

1.9 GTK is a single point of failure even though it has a channel A and a channel B. GTK needs constant maintenance, which proves difficult due to weather, location, travel, and customs. GTK outages impact ZMA sectors 62 and 63. 6-800,000 operations occur in this airspace every year and numerous onerous TMLs are issued for each outage. This issue is mentioned in an FAA Automatic Dependent Surveillance – Broadcast (ADS-B) paper from 2020 that documents its unsuitability in the area. A recommendation would be for CANSO, International Air Transport Association (IATA) and ICAO to elevate this issue through a joint letter to FAA leadership.

1.10 Cuba said UL728 was created to help with this situation by allowing the bypass of the outage area through San Juan and Dominican Republic. United States said an FAA/Civil Aviation Dominican Institute (IDAC) radar data sharing agreement is all but complete (sitting with FAA legal). FAA is unable to pursue an installation of an ADS-B ground station in Providenciales to mitigate outages due to there being no line item in the upcoming FAA budget. FEDEX expressed the FAA had no plans to pursue the Providenciales ADS-B option, and CANSO said an alternative routing, such as mentioned by Cuba, is a possible mitigation. Trinidad and Tobago asked if has this issue been raised to the NACC Surveillance (SURV) Task Force (TF). The NACC Rapporteurs meeting is looking for specific items like this for their task forces to work on. United States brought this information to the SURV/TF, while Southwest Airlines said United States FAA needs elevated pressure to look more closely at implementing the ADS-B mitigation. The Provo ADS-B ground station should be considered a near to medium term solution.

1.9 Action Items – CANSO:

Action Item 1. CADENA will create a CADENA Event Impact Report.

Action Item 2 CADENA will ensure appropriate access to the OIS is set.

Action Item 3. ANSPs to verify the veracity of any information shared to the OIS

Action Item 4. CADENA to reach out to airport authorities/operators for advance information on projects that impact airport usage and movement.

Action Item 5. CADENA to work with IATA to request airlines provide changes to their schedules, normal routes, or any other changes with the potential to impact operations as far in advance as possible to the OIS.

Agenda Item 2: *SENEAM Tutorial on Strategic Direct Route (SDR) Implementation*

2.1 The Secretariat provided information on Optimization giving a background of the group and defining SDR. The overall benefits of SDRs were briefed as well as metrics given on the success thus far.

2.2 The next steps are to be ready for any speed bumps or problems that may come up as are normal for any new implementation. Optimization is vitally important, and we will continue to push towards Free Route Airspace (FRA). Other taskforces have influence on the optimization effort such as Communications, Navigation and Surveillance (CNS), Aerodromes and Ground Aids (AGA), Aeronautical Meteorology (MET), ATFM and Aeronautical Information Management (AIM). The AIM/TF has already been approached about harmonizing the region's Aeronautical Information Publication (AIP) process.

2.3 Mexico presented the history of SDR development and implementation in Mexico. The future plans of SDR in Mexico were also discussed.

Agenda Item 3: *SDR Development in Regional Air Navigation Service Providers(ANSPs)*

3.1 Dominican Republic SDR -The first SDR Advisory Circular published in March 2021 with the following consideration for the ANSP: The need for Direct Controller-Pilot Communications (DCPC). United States said assume this is DCPC Very High Frequency (VHF) (30 to 300 MHz) voice that is being referred to. With regard to DAC be implementing Controller-Pilot Data Link Communication (CPDLC) at some time and consider it as fulfilling the DCPC requirement, Dominican Republic said is looking to implement CPDLC by 2025.

CIIFRA Free Route Airspace (FRA)

3.2 CIIFRA has initiated the move to FRA in order to achieve the usual benefits at a higher level. FRA will facilitate multiple boundary entry points reducing logjams. There are some challenges such as a need for re-sectorization. The expectations are that more than two airlines will participate, airlines will use FRA procedures for weather avoidance, and requesting feedback from users and other stakeholders. Implementation includes the following steps: FRA for all overflights, continue updating the appropriate supplements and FRA for arriving and departing aircraft. The goal is to not increase ATCOs workload and anticipating hot spots that may need to be addressed.

3.3 FRA is only in the en-route environment at this moment. Cuba to implement FRA – Aviation System Block Upgrade (ASBU) forecasting 5th element:

- Implementation needs to take into account Air Traffic Management (ATM) procedures and policies.
- For best results, ANSPs need flight information more than flight plan information.
- For regional implementation success, ANSPs need to share their implementation experiences.
- Even that sharing has limits due to the variety of State policies, procedures, organizations, etc.
- At the ANSP level, more coordination and a robust information exchange is necessary for success.

3.4 The secretariat introduced an SDR Trial Implementation Guidance and Working Template. Guidance for the SDR implantation was given.

Step 1 – Plan

Step 2 – Design

Step 3 – Validate

Step 4 – Implement

Information gathering discussion

- IATA
 - Gets information, like Key Performance Indicators (KPIs) and safety data.

- Trinidad and Tobago
 - We do not need operator identifiable information to do the work.
- IATA
 - Proposed to look at gathering the data from operators with permission to share it with the TF.
- ICAO
 - Data is what is needed to build a successful case.
- CANSO
 - ICAO Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) information is readily available and may be helpful.
- United States
 - Can we leverage our connection to the NACC Regional Office to help us get this information?
- Trinidad and Tobago
 - We can get the NACC Regional Office to help.
- IATA
 - CORSIA information is fairly easy to acquire while actual operator trial data is very difficult to obtain.
- Trinidad and Tobago
 - Waypoints
 - Airborne and ground systems need these to be able to implement SDR.
 - There is a need to figure out a workaround until manual intervention in waypoint entry is no longer needed.
- Jet Blue
 - New fixes do get added to their automation for trials to avoid manual interventions.
- Delta
 - Agree with Jet Blue.
- Southwest Airlines
 - Need to ensure the Air Traffic Services (ATS) system processes and sends information correctly and accurately, and have consistent automated coordination.
- Trinidad and Tobago
 - Maybe create strategic waypoints 20 – 30 Nautical Miles either side of the boundary to ease processing issues.
 - Air Traffic Services Inter-facility Data Communication (AIDC) may require a named waypoint.
 - Lat/Long fixes may be used.
- Jet Blue
 - Lat/Long points are not technically fixes.

- ICAO
 - There are 9,230 Five-letter name codes (5LNCs) available for the CAR Region.
 - The Annex 11 requirement is that waypoints be pronounceable.
- American Airlines
 - Another issue is the inconsistency within the region regarding publication cycles and this needs to be addressed.
- Trinidad and Tobago
 - Challenge ANSPs to look in their airspace for unused waypoints and delete them to free up the waypoint names.
- Jamaica
 - To accomplish this, it is vital to engage the ATS system manufacturers to ensure the capability is available.
 - They have 6, yes six, neighbouring ANSPs and they need assurance from the manufacturers that the system can handle it.
- Trinidad and Tobago
 - Suggest scheduling a meeting with the CNS/TF

3.5 An SDR Assessment Template was introduced, the following comments were done to the template:

- a) This template is modifiable, CNS, as an example of something they may need to modify. The template should have a spot to describe the navaid structure in an ANSP
- b) Cuba has a new system, but still have issues with BADA information. ICAO has up to date BADA information. Waypoint additions and deletions need to be handled with care.
- c) ANSPs allowed to make “tweaks” to the template if they deem it prudent. ANSPs are encouraged to make the template work for them so, yes, ANSP changes to the template are fine.

3.6 Breakout Sessions were held, ANSP’s worked in groups along with the airline representatives in coordinating routes and SDR ideas within their areas. ICAO reminded participants that some representatives may need to participate in more than one breakout group.

Agenda Item 4: *SDR Implementation Case Study in three regional ANSPs*

4.1 No information was available.

Agenda Item 5: Other Business*ADS-B implementation*

5.1 The Secretariat presented information on the status of the regional implementation of the ADS-B. ADS-B has as objective to support the provision of ATS and operational applications at reduced cost and increased surveillance coverage. The North America, Central America and Caribbean Working Group (NACC/WG) Surveillance Task Force (SURV/TF), developed the following documentation to support ADS-B implementation:

- The ADS-B Seminar, Operational Concept:
<https://www.icao.int/NACC/Documents/Meetings/2023/ATFMTF5/ADSB-B%20CONOPS%20INGLES.pdf>
- Parameters to Monitor the Performance of ADS-B Systems:
<https://www.icao.int/NACC/Documents/Meetings/2023/ATFMTF5/PARAMETERS%20TO%20MONITOR%20THE%20PERFORMANCE%20OF%20ADSB%20SYSTEMS.pdf>

5.2 Both documents are a guidance material to help States in the implementation and put into Operation of the ADS-B.

5.3 The Secretariat indicated that ADS-B implementation is one of the elements of the Global Air Navigation Plan (GANP) (Element 01 of Block 0). In that sense ADS-B needs to put into operation five different enables (Grounds System and equipment, training, avionics, avionics certification, and regulation/legislation). In the CAR Region the following States conclude the implementation of all ADS-B enables with exception of the regulation: Barbados, Cuba, Mexico, all Central American States, and Trinidad and Tobago.

5.4 The Secretariat recommended to benefit from the surveillance infrastructure of all these States, safety benefits of ADS-B and make more efficient operations in the CAR Region, it is necessary to work jointly between the users (airlines) and the States to develop a harmonized regional regulation allowing all stakeholders to take advantage of this implementation.

5.5 The Secretariat indicated as per above mentioned States statistics', it was determined that the fleet of aircraft flying in the CAR States FIR have the necessary on-board avionics for the operational use of the ADS-B (DO-260B) and that the operational implementation in that sense would not require much work, since the airlines are ready.

5.6 The airlines indicated that, in addition to the onboard avionics, they would have to do an operational impact analysis of a regional implementation of ADS-B, as part of their operations management would need to be updated.

5.7 Finally, as part of the discussion of this topic and with the intervention of the participants from the airlines and IATA, it was concluded that IATA, as representative of the ADS-B users, should conduct an analysis of the activities and actions that the airlines should carry out to adopt the use of the ADS-B regional regulation.

5.8 Southwest Airlines brought up the possibility of changing the phraseology around RADAR CONTACT, RADAR CONTACT LOST, and RADAR SERVICES TERMINATED.

5.9 United States brought up that the ICAO Communication Panel - Operational Data Link Working Group (CP-OPD/WG) is proposing the removal of these phraseologies from the Procedures for Air Navigation Services (PANS)-ATM leaving only IDENTIFIED, IDENTIFICATION LOST, and SURVEILLANCE SERVICES TERMINATED and also asked if there is a chart containing ADS-B implementation information from the region. ICAO commented that there is one; but still being updated.

5.10 IATA commented that States need to know their ADS-B objectives and States need to develop an ADS-B Concept of Operations (CONOPS), business case, etc. States should not implement ADS-B just because it is one of the ICAO GANP ASBUs.

5.11 Southwest Airlines commented that ADS-B should be considered a secondary surveillance source only.

AIM Briefing

5.12 ICAO provided an AIM Briefing, of information included in ICAO Circular 353 and its requirements to change Instrument Flight (IF) Precision Area Navigation (PRNAV) annotation to Required Navigation Performance (RNP), the rename applies only to Instrument Approach Procedures (IAP), it is not applicable to Standard Instrument Departures (SIDs)/Standard Terminal Arrival Routes (STARs). The NACC Regional Office will work with ICAO Headquarters on new dates. ICAO is aware of the numerous existing aeronautical charts which are not compliant with the ICAO provisions, and therefore are causing concerns among users. Lack of standardization has the potential to result in pilot's confusion and misreading of requirements; this is hazardous and makes the information very difficult to discover. Additionally quality issues have been noticed on aeronautical charts published by the States; this has the potential to result in a significant impact on flight safety.

5.13 Circ 353 "*Transition Planning for Change to Instrument Flight Procedure Approach Chart Identification from RNAV to RNP*" is based on several guiding principles that are grounded in the need for synchronized transition planning. Ensuring a balanced approach between different requirements within ICAO Regions and at the State level, and ensuring a collective benefit of all stakeholders through collaborative planning assured through a coordinated and integrated approach, communication of operational impact on all affected parties and measures taken and assurance of synchronicity between regions and States within each region which makes the factor of timing and scheduling critical.

5.14 Cuba stated that the process must be carried out in accordance with the provisions of the GANP and specifically in the blocks and elements corresponding to issues related to the optimization of airspace. It recommends that it should continue to follow up on the pending events related to the subject and that in the area of air traffic management and related services prevent the implementation of the progress that is intended in the establishment of strategic direct routes and free routes as a future objective. That it is not possible to achieve the expected progress with the necessary efficiency if some States and Organizations still do not implement separations by surveillance and automatic exchange of data, among others. In this sense, the NACC Regional Office ICAO must ensure that it uses the appropriate

tools such as the ATM-MET-AIM coordination meetings, as well as others, and that a thorough analysis is made to reorganize the implementation groups and avoid the creation of new ones, which avoids a dispersion of tasks and the control of compliance with their implementation.

ATM Basic Building Blocks (BBBs)

5.15 Trinidad and Tobago discussed under WP/3 of the NACC/WG, that ATM BBBs assigned to the AO/TF for research and evaluation and Per paragraph 3.6, two Subject matter Experts (SMEs) in the region are to come to the NACC Regional Office to work on the region's eANP. Also, the AO/TF needs an updated Points of Contact (PoCs) list. A State letter will be sent out by the NACC Regional Office. The core team consists of 9 members whose duty is to assist the rapporteur with tasks. United States noted that Appendix B contains a table that lists the CNS work. No mention is made in that row to the Navigation piece of CNS. The Meeting recalled the 4 levels of implementation based on ASBUs.

5.16 The Meeting noted the assumption that the ASBU requirements listed in the 2nd part of the table need to be complete before declaring the corresponding implementation completed. The Level D requirements for FRA implementations seem to be very difficult, if not impossible, to meet making FRA implementation a moot item. Level D requirements are not necessarily feasible. Appendix D, CAR/SAM Planning and Implementation Regional Group (GREPECAS) decisions shall be created to support this work in its specifics. Regional guidelines for this work shall be developed.

Overall comments

5.17 It was recognized that this meeting will only succeed if there is participation on everything from most States possible. It is important to complete work before the NACC Director Generals' of Aviation and the GREPECAS meetings. Whenever in person attendance is not possible is important to read the documentation and submit comments. It should be ensured that internal BBB compliance evaluations occur.

5.18 The in-person meeting in March has been postponed and will be rescheduled. CANSO proposed to hold a meeting by the end of 2024 along with the CANSO LAC Conference, but venue and dates are yet to be determined. The information on the meetings will be distributed timely.

Final comments:

- a) Dominican Republic – Plans to continue working on the necessary changes identified during the breakout session.

- b) South West Airlines - Commented that in-person is better than virtual because of connections being made. The more varied the participants, the better the results.
- c) Jamaica – Said this started as a way to gain information but has become more. Participants have been engaged in moving aviation forward.
- d) Trinidad and Tobago - Propose the group to consider having the occasional Zoom check in meeting (30 – 60 minutes). Holds biweekly meetings with CIIFRA.
- e) United States - There is a need to understand all that happened this week and expand the work a little bit at a time instead of trying to do everything at once.
- f) Bahamas - Thanked Cuba and the United States for the work accomplished during the breakout sessions. Recognize they are behind but are working diligently to catch up.
- g) All ANSPs should be prepared to offer plan for beginning SDR implementation.
- h) AIDC may require a named waypoint. Vincent McMenemy (United States) to find out if this is correct.

Information gathering

- IATA
 - Gets data, like KPI data and safety data.
- Trinidad and Tobago
 - Do not need operator identifiable information to do the work.
- IATA
 - Proposed to look at gathering the data from operators with permission to share it with the TF.

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Tercera Reunión del Grupo de Tarea Optimización del Espacio Aéreo (AO/TF/3) del Grupo de Trabajo de Norteamérica, Centroamérica y Caribe (NACC/WG), Quinta Reunión del Grupo de Tarea Implementación de Gestión de la Afluencia del Tránsito Aéreo (ATFM/TF/5) del NACC/WG y Séptima Reunión del Equipo de Espacio Aéreo de Rutas Libres CANSO OACI IATA (CIIFRA/7) (AO/TF/3/ATFM/TF/5/CIIFRA/7)

Mexico City, Mexico, 25 to 29 September 2023/Ciudad de México, México, 25 al 29 de septiembre de 2023

ATTACHMENT- ADJUNTO A
LIST OF PARTICIPANTS / LISTA DE PARTICIPANTES

ARGENTINA

1. Julián Ahumada

BAHAMAS

2. Eugene Lockhart
3. Rosco Perpall
4. Gary Wright
5. Bryan Wilson
6. Gerard Quentin Wilson
7. Jason Kenneth Saunders

COSTA RICA

8. Fernando Villegas Porras
9. Kira Gerken Yong

CUBA

10. Jorge F Centella Artola
11. Adriana Tenorio Mazola
12. Julio César Ferrera Pozo

CURAÇAO/CURAZAO

13. Michael Celestijn (V)
14. Jacques Lasten

DOMINICAN

REPUBLIC/REPÚBLICA

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15. Carlos Sánchez
16. Eduardo Tejada
17. William Alsina Núñez

EL SALVADOR

18. Rolando Cruz hernández
19. Andrea López (V)
20. Max Menjivar (V)

GUATEMALA

21. Andres Asturias
22. Juan Luis Santizo Alonzo
23. Allan Callejas Reyes

HAITI/HAÏTÍ

24. Farano Dasy (V)
25. Leonard Jean-François (V)
26. Philippe Riche (V)

HONDURAS

27. Carlos Padilla Bulnes

JAMAICA

28. Deano Ledford
29. Troy Blackwood

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33. Guillermo Manzo
34. Andrés Román Araujo
35. Arturo Villela (V)
36. Horacio Castaneda (V)
37. Nancy Medina (V)
38. Patricia Manzo (V)
39. Rodolfo García (V)

NICARAGUA

40. Saiman Morales (V)
41. Luis Alemán (V)

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SAN KITTS Y NEVIS**

42. Kenrick Duncan (V)

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TRINIDAD Y TABAGO**

- 43. Riaaz Mohammed
- 44. Curtis Peters (V)
- 45. Robert Rooplal
- 46. Travis Barran (V)

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- 47. Linda McCray
- 48. Midori Tanino
- 49. Richard Ditto
- 50. Scott Farrow
- 51. Vern Payne
- 52. Vincent McMenamy
- 53. Norma Campos
- 54. Raul G. Chong (V)
- 55. Rudy Lawrence (V)
- 56. Jorge Chades (V)

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- 57. Maribel Mayora (V)
- 58. Patricia Castillo (V)

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- 60. Gabriel Padilla Acosta
- 61. Octavio Zaragoza
- 62. Rogelio Zendejas García

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- 64. Jeffery A. Cunnyingham

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- 65. Javier Alejandro Vanegas

CGH

- 66. Joe Hof (V)
- 67. Albert Castillo

COCESNA

- 68. Henry Reyes
- 69. Luis Rosales
- 70. Pablo Luna (V)
- 71. Victor Andrade (V)

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- 72. Jaime Gómez
- 73. William Rubiano
- 74. Robert Oberstar (V)

FEDEX

- 75. Phil Santos(V)

IATA

- 76. Jaime Abigantus
- 77. Julio Pereira

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- 78. Tania Helena

LATAM LINHAS AEREAS

- 79. João Paulo Peniche

SOUTHWEST AIRLINES

- 80. Mark Rios

UNITED AIRLINES

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- 84. Eddian Méndez
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ICAO

International Civil Aviation Organization
North American, Central American and Caribbean Office

**Third Meeting of the North American, Central American and Caribbean Working Group (NACC/WG)
Airspace Optimization Task Force (AO/TF/3), Fifth Meeting of the NACC/WG Air Traffic Flow
Management Implementation Task Force (ATFM/TF/5) and Seventh Meeting of the CANSO IATA
ICAO Free Route Airspace (CIIFRA/7) Team
(AO/TF/3/ATFM/TF/5/CIIFRA/7)**

ICAO NACC Regional Office, Mexico City, Mexico, 25 to 29 September 2023

**ATTACHMENT B
PROVISIONAL AGENDA**

- Agenda Item 1:** CADENA Regional Implementation Group (RIG) and Air Navigation Service Providers (ANSPs) Updates
- Agenda Item 2:** SENEAM Tutorial on Strategic Direct Route (SDR) Implementation
- Agenda Item 3:** SDR Development in Regional ANSPs
- Agenda Item 4:** SDR Implementation Case Study in three regional ANSPs
- Agenda Item 5:** Other Business

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**PROVISIONAL AGENDA
EXPLANATORY NOTES**

Agenda Item 1: CADENA Regional Implementation Group (RIG) and Air Navigation Service Providers (ANSPs) Updates

Under this agenda item, CADENA will facilitate the Regional Implementation Group (RIG) in which ANSPs will provide updates and end of season reviews. CADENA will also provide information on upcoming work to be done in the NAM/CAR Regions.

Agenda Item 2: SENEAM Tutorial on Strategic Direct Route (SDR) Implementation

Under this agenda item, SENEAM will provide insight and explanation of the process utilized in implementation of SDRs in the Mexican Airspace.

Agenda Item 3: SDR Development in Regional ANSPs

Under this agenda item, ANSPs will work in conjunction as Task Forces together with CANSO, IATA and ICAO in the development of SDRs for their airspace.

Agenda Item 4: (SDR Implementation Case Study in three regional ANSPs

Under this agenda item, three ANSPs will provide the Meeting with their plans and goals for SDR implementation in their airspace.

Agenda Item 5: Other Business

Under this agenda item, the Meeting will analyse any other matter than cannot be addressed under the previous agenda items.