



ICAO

International Civil Aviation Organization
North American, Central American and Caribbean Office
SUMMARY OF DISCUSSIONS

**Fifth Meeting of the North American, Central American and Caribbean Working Group (NACC/WG)
Airspace Optimization Task Force, Seventh Meeting of the Air Traffic Flow Management
Implementation Task Force and Ninth Meeting of the CANSO IATA ICAO Free Route Airspace Team
(AO/TF/5/ATFM/TF/7/CIIFRA/9)
Orlando, United States, 3 to 7 March 2025**

SUMMARY OF DISCUSSIONS

i.1 Place and Date of the Meeting

i.1.1 The Fifth Meeting of the North American, Central American and Caribbean Working Group (NACC/WG) Airspace Optimization Task Force, the Seventh Meeting of the Air Traffic Flow Management Implementation Task Force, and the Ninth Meeting of the CANSO IATA ICAO Free Route Airspace Team (AO/TF/5/ATFM/TF/7/CIIFRA/9) were held at the premises of JetBlue in Orlando, United States, from 3 to 7 March 2025, and in a hybrid manner by Zoom.

i.2 Opening Ceremony

i.2.1 Mrs. Michelle Merkle, Director of the Air Navigation Bureau of the International Civil Aviation Organization (ICAO), provided opening remarks and thanked JetBlue for hosting the meetings. Mr. Simon Hocquard, Director General of CANSO also provided opening remarks. Mr. Warren Christie, Chief Operations Officer (COO) of JetBlue welcomed the participants and officially opened the meeting. Mr. Christopher Barks, Regional Director of the ICAO NACC Regional Office and Mr. Javier Alejandro Vanegas, Director Latin America and Caribbean Affairs of CANSO also witnessed the opening ceremony.

i.2.2 The CIIFRA team presented an executive summary highlighting the recent advancements related to CADENA, CANSO IATA ICAO Free Route Airspace) (CIIFRA), showcasing how they collectively address common objectives at the regional level. These advancements have led to significant savings, including a reduction of approximately 29 million kilograms of CO₂ emissions, saving airlines about 140,000 flying minutes, and resulting in operational savings of around USD21 million annually.

i.2.3 The briefing also emphasized the substantial increase in space operations and called for regional collaboration to mitigate the impact on commercial aviation.

i.3 Officers of the Meeting

i.3.1 The AO/TF/5/ATFM/TF/7/CIIFRA/9 Meeting was held with the participation of the Rapporteurs of the 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, who chaired the meeting plenary. Mr. Josue Gonzalez, Regional Officer, Air Traffic Management and Search and Rescue of the ICAO NACC Regional Office, served as Secretary of the Meeting.

i.4 Working Languages

i.4.1 The working languages of the Meeting were English and Spanish. The Working Papers, Information Papers, presentations and the Summary of Discussions of the meetings were available to participants in both languages

i.5 Schedule and Working Arrangements

i.5.1 It was agreed that the working hours for the sessions of the meeting would be from 09:00 to 16:30 hours daily with adequate breaks. Ad hoc Groups were created during the Meeting to do further work on specific items of the agenda.

ii.6 Agenda

Agenda Item 1: Adoption of the Provisional Agenda and Schedule

Agenda Item 2: CADENA Regional Implementation Group (RIG) and Air Navigation Service Providers (ANSPs) Updates

Agenda Item 3: ICAO NACC/WG Air Traffic Flow Management Implementation Task Force (ATFM/TF) Updates

Agenda Item 4: ICAO NACC/WG Airspace Optimization (AO/TF) Updates

Agenda Item 5: Other Business

i.7 Attendance

i.7.1 The Meeting was attended by 31 States/Territories from the NAM/CAR/SAM Regions, 5 International Organizations and 13 Industry, totalling 124 delegates, as indicated in the list of participants (refer to the **Appendix**).

i.8 Draft Conclusions and Decisions

i.8.1 The AO/TF/ATFM/TF/CIIFRA records its actions in the form of draft conclusions and decisions as follows:

Draft

Conclusions: Activities requiring endorsement by the NACC/WG.

Decisions: Deal with matters of concern only to the AO/TF/ATFM/TF/CIIFRA.

i.9 List of Draft Conclusions and Decisions

i.9.1 Draft Conclusions

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| 2 | FIR COORDINATES IN THE NAM/CAR REGIONS | 10 |
| 4 | INFORMATION SHARING BETWEEN THE NAM/CAR/SAM REGIONS ON ATFM SOLUTIONS | 13 |

i.9.2 Decisions

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| 3 | AMALGAMATION OF AO TF AND ATFM TF INTO ONE TASK FORCE | 12 |
| 5 | ACTIVATION OF AN AD HOC GROUP FOR THE DEVELOPMENT OF STANDARDIZED PROCEDURES FOR USE DURING SPACE OPERATIONS | 14 |
| 6 | ALIGNMENT OF ATFM TASK FORCE WORK WITH GREPECAS NEOSPACE PROJECT | 14 |

ii.9 List of Working and Information Papers and Presentations

Refer to the Meeting web page:

[AO/TF/5/ATFM/TF/7/CIIFRA/9](#)

| WORKING PAPERS | | | | |
|----------------|-------------|--|----------|--|
| Number | Agenda Item | Title | Date | Prepared and Presented by |
| WP/01 | 1 | Draft Agenda and Schedule | 16/01/25 | Secretariat |
| WP/02 | 5 | Follow-Up On Consolidation of AO and ATFM Task Forces into an ATM Task Force | 24/01/25 | AO/TF, ATFM/TF Rapporteurs & the Secretariat |
| WP/03 | 4 | Update on Airspace Optimization Concept Document and Free Route Airspace (FRA) Implementation | 11/02/25 | AO/TF Rapporteur |
| WP/04 | 3 | ATFM Task Force Progress Report: High Intensity Runway Operations (HIRO), NEOSPACE 1, and Key Performance Indicators (KPIs) | 11/02/25 | ATFM/TF Rapporteur |
| WP/05 | 5 | Progress on Flight Information Regions (FIRs) Boundary Coordinates Updates in NAM/CAR Regions | 24/01/25 | Secretariat |
| WP/06 | 3 & 4 | Five-Year Roadmap for AO/ATFM Task Forces: Goals, Challenges, and Milestones | 24/01/25 | AO/TF & ATFM/TF Rapporteurs |
| WP/07 | 3 | Harmonization of Key Performance Indicators (KPIs) with GREPECAS Recommendations | 24/01/25 | Secretariat |
| WP/08 | 5 | Lessons Learned and Best Practices from the Havana Meeting | 11/02/25 | AO/TF, ATFM/TF and CIIFRA members |
| WP/09 | 2 | CADENA Regional Implementation Group (RIG) and Air Navigation Service Providers (ANSPs) Updates | 07/02/25 | CADENA |
| WP/10 | 4 | Need to Update Volume III of the Regional Air Navigation Plan | 07/02/25 | Cuba |
| WP/11 | 5 | Enhancing Aviation Safety and Compliance: The Critical Need for Effective Communication between ICAO, States, And Airline Operators | 14/02/25 | JetBlue |
| WP/12 | 3 & 4 | Status Of Current Conclusions/Decisions | 26/02/25 | Secretariat |
| IP/01 Rev. | --- | List of Working and Information Papers | 27/02/25 | Secretariat |
| NI/02 | 3 | Modificaciones a la Sectorización del Espacio Aéreo Realizadas Durante el Año 2024 en la FIR Habana, con el Objetivo de Asimilar los Crecimientos Experimentados en la Demanda de Operaciones de Sobrevuelos en el Espacio Aéreo Cubano (<i>available in Spanish only</i>) | 29/01/25 | Cuba |
| IP/03 | 3 | Update on Trinidad and Tobago's Air Traffic Flow Management/Collaborative Decision Making (ATFM/CDM) process | 14/02/25 | Trinidad and Tobago |

Agenda Item 1 Adoption of the Provisional Agenda and Schedule

1.1 Under this Agenda Item 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 2 CADENA Regional Implementation Group (RIG) and Air Navigation Service Providers (ANSPs) Updates

2.1 Under WP/09 CADENA informed of the Regional Implementation Group (RIG) meeting, during which Air Navigation Service Providers (ANSPs) shared updates and conducted end-of-season reviews. CADENA presented the status and detailed data analysis results from ongoing route optimization projects, including User Preferred Route (UPR) Trials, Strategic Direct Route (SDR) Trials, Inter Flight Information Region (FIR) Direct Routing (DCT) Trials, and Inter FIR SDR Trials.

2.2 CADENA provided a fact sheet indicating that it has coordinated 47 hurricane conferences, 36 Space Launch conferences which include pre-launch coordination between Air Traffic Organization (ATO) Space Ops, Latin America and Caribbean ANSPs and airlines, 78 technical issues through Collaborative Decision Making (CDM) and 514 urgent advisories concerning significant operational impacts to ANSPs and airlines. CADENA's airspace optimization efforts began in 2021. Today, these efforts reduced approximately 29 million kg of CO₂, save the airlines about 140,000 flying minutes and around 21 million USD each year in operational savings to airlines. It was noted that CADENA provided regional ATFM/CDM support to an estimated 1 million flights in Latin America and the Caribbean.

Agenda Item 3 ICAO NACC/WG Air Traffic Flow Management Implementation Task Force (ATFM/TF) Updates

3.1 Under this agenda item, the ATFM/TF briefed on the ongoing coordination efforts which include Post-Event Reporting on the ICC Men's T20 World Cup, continued planning of the World Cup 2026, updates on other North American International Sporting Events through 2028 and ongoing cross-border ATFM efforts.

3.2 Under WP/04, achievements in ATFM, including High-Intensity Runway Operations (HIRO) and Project NeoSpace 1, were highlighted along with Key Performance Indicators (KPIs) progress. The Secretariat received positive feedback on the HIRO concept and its purpose. The Secretariat, Dominican Republic, CANSO, and IATA requested an informational briefing and training on HIRO. CANSO will consider offering a regional HIRO workshop.

3.3 In the past 12 months, deliverables have included a CDM online workshop with about 300 delegates attending the virtual Traffic Flow Management (TFM) workshop in January 2025. The CAR Performance Indicators (CARPI), while distinct in presentation, are not intended to diverge from ICAO's KPIs. Rather, they are derived from regional data sources such as the ATC/ATFM Billing System to enhance operational clarity and regional insight. Moving forward, the CARPIs will be reviewed and adjusted to ensure full alignment with the ICAO KPI framework, both in methodology and terminology. The region has initially defined ten meaningful CARPIs, and the next step will be to develop illustrative deliverables to demonstrate their application and alignment. As a next step, the region will develop deliverables to prove their application, with clearly defined timelines for distribution to States—to demonstrate their application. These materials will be aligned and shared in advance to prevent inconsistencies and reduce duplicative efforts at the implementation level.

3.4 The Task Force emphasized the importance of strengthening the region's ability to conduct pre-event planning and post-event data-driven analysis, including enhanced seasonal planning reviews. Sharing demand information—such as for rocket launches—was recognized as essential to optimize scheduling and minimize disruptions. The FAA provides demand data three times daily to seven States and encouraged wider data exchange among airlines and ANSPs. Brazil's demand and capacity system was also noted as a potential best practice. As a result, the Task Force recommends that NACC States explore similar demand data sharing initiatives and consider reviewing the Brazilian model to enhance regional planning capabilities. In this regard the Meeting adopted the following draft Conclusion:

| DRAFT CONCLUSION AO/TF/5/ATFM/TF/7/CIIFRA/9/1 ENHANCEMENT OF DEMAND AND CAPACITY DATA SHARING TO SUPPORT REGIONAL PLANNING | | |
|---|---|--|
| What: That the NACC States, in coordination with ICAO and relevant stakeholders, explore opportunities to share demand and capacity data, and consider the applicability of the Brazilian model as a reference to enhance regional pre-event planning, seasonal coordination, and post-event performance analysis by 31 December 2025 | | Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical |
| Why: Improved demand and capacity data sharing will enable States and ANSPs to coordinate more effectively, reduce delays, and apply collaborative traffic management strategies across regions. Leveraging the Brazilian model could expedite readiness, build consistency, and improve the resilience of regional airspace systems. | | |
| When: 31 December 2025 | Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed | |
| Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other: | | |

3.5 The Task Force's future work programme include the following areas of focus:

- improve pre-event planning and coordination, collaboration with stakeholders

- enhance post-event analysis. An example is lesson learned from the T-20 Check Event. Key takeaway, have the plan ready to implement, then use real time data to determine if the need exists to implement the mitigations.
- strengthen seasonal review capability with stakeholders.

3.6 The Meeting concurred to utilize CADENA for upcoming sporting events in 2025, 2026, and 2028 (2025-FIFA Club World Cup; 2026 FIFA Men's World Cup; 2028 Los Angeles Summer Olympics). CADENA will be a key tool for Traffic Management Measure (TMM) collaboration, communication and support for the increased flows expected for these events. Details of host cities and Points of Contact (POCs) were explained. The ATFM/TF continues to support and work with CADENA.

3.7 Under WP/07, the Secretariat highlighted the need to harmonize KPIs with GREPECAS initiatives and regional goals. It proposed En-route Operations, Terminal Operations, and Airport Operations to ensure consistent performance measurement, enabling data-driven decisions to address inefficiencies. The Secretariat noted that the CARPIs, while tailored to regional data sources, are part of this effort to align with ICAO's global KPI framework. The CARPIs will serve as a stepping stone in transitioning toward harmonized metrics and will be refined to mirror ICAO methodology as part of the KPI Ad hoc Group's ongoing work. Dominican Republic asked the Secretariat there was an ICAO State Letter which invited States to assign volunteers for the KPI Ad hoc Group, along with its Rapporteur contact details. The Secretariat responded that a State Letter was under development and would be circulated shortly, including terms of reference and contact information for coordination.

3.8 Under WP/11, JetBlue stressed the need for better communication between ICAO, States, and airline operators to ensure compliance with international aviation regulations. Effective communication is key to adopting and implementing safety standards. The Task Force agreed that enhanced communication is essential for the consistent adoption and implementation of safety standards. Stakeholders recommended creating a dedicated communication portal, using digital tools, and scheduling regular interactive sessions to discuss regulations and share best practices.

3.9 Under WP/06, the AO/TF and ATFM/TF Rapporteurs presented the respective five-year roadmap for their TFs which outlined the creation, goals, key milestones, and challenges for achieving airspace optimization and ATFM implementation over the next five years. The roadmap establishes a structured and strategic framework, ensuring a phased progression towards enhanced efficiency, capacity, and interoperability within the region. The key milestones identified in the roadmap include:

- Year 1: Develop detailed implementation plans and secure State commitments.
- Year 2: Conduct regional workshops to address technical challenges and foster collaboration.
- Year 3: Launch initial implementation of Free Route Airspace (FRA) and enhanced ATFM systems.
- Year 4: Conduct mid-term reviews to assess progress and adjust strategies as needed.
- Year 5: Achieve full operational capability for key roadmap components.

3.10 Additionally, a harmonized approach, financial and human resources need to be evaluated to achieve goals below:

- achieve seamless cross-broader optimization via enhanced cooperation and data sharing
- implement Performance-Based Navigation (PBN) and FRA in key areas
- strengthen ATFM systems to improve predictability.

3.11 Dominican Republic requested clarification on the roadmap. The Secretariat will amend the action, seek acceptance of the key milestone from the meeting, and then create the roadmap. Dominican Republic's suggestion to review the South America roadmap for potential alignment, the Secretariat confirmed it will analyse the SAM Region's roadmap and assess elements that could be adapted for the NAM/CAR Regions, ensuring consistency where feasible while respecting regional specificities.

3.12 Under IP/02, the history of overflights shows a significant increase, leading to new sectorization. Cuba is training personnel for these new routes, considering at least two additional sectors. COCESNA and Dominican Republic are working on similar projects.

3.13 Vertical sector division was considered in Cuba but was unsuccessful due to their operational environment. In contrast, horizontal sectorization proved effective. The AO/TF Rapporteur highlighted a similar regional traffic increase, with 2019 having the highest pre-pandemic traffic. By 2024, there is an estimated ~6% increase, with expectations of continued growth. Data collection from ANSPs is needed to identify hotspots and allocate resources effectively. There are many issues to address, making it crucial to determine resource placement.

3.14 Under IP/03, Trinidad and Tobago presented traffic increase like Cuba's presentation. Trinidad and Tobago indicated that they need to start preparing for the increase. In addition, Trinidad and Tobago is the first State to be impacted by hurricanes due to the location. Trinidad and Tobago provided the information to CADENA and other ANSPs on the hurricane track and the handling of this Hurricane process together with CADENA and collaboration and decision-making process worked well and should continue such practice. Trinidad and Tobago is working to refresh HW and SW to upgrade its existing ATFM tool. Demand information is important. Trinidad and Tobago also informed the Meeting that it was in the process of refreshing its hardware and software to upgrade its existing ATFM tool. The State highlighted the importance of demand information and introduced the concept of a Traffic Complexity Tool, which calculates complexity based on the interaction between flights. This tool is expected to support more strategic decision-making and better management of controller workload.

3.15 United States advised States to understand the capabilities they plan to implement as this will affect their operations and finances. Trinidad and Tobago shared lessons from the TTZP concerning the ATFM system, highlighting future upgrades such as integration with the FAA System Wide Information Management (SWIM) platform, message exchange, tactical demand forecasting from Aeronautical Fixed Telecommunication Network (AFTN) data, strategic planning using OAG data, and producing historical daily and hourly demand statistics. As a follow-up, the Task Force encouraged States to consider similar assessments of their operational and financial readiness when planning ATFM capabilities. States were also invited to explore potential collaboration with the FAA and other regional partners for knowledge exchange on systems such as SWIM and demand forecasting tools.

Agenda Item 4 ICAO NACC/WG Airspace Optimization (AO/TF) Updates

4.1 Under this agenda item, the AO/TF presented the GREPECAS-organized CAR/SAM regional approach to FRA, focusing on collaborative FRA strategies to enhance airspace efficiency and flexibility. In addition, the AO/TF outlined the CAR/SAM Regions' FRA implementation plan and Mexico (SENEAM) presented and shared best practices on Strategic Direct Route (SDR) implementation in Mexican Airspace. The meeting also reviewed the ANSP collaboration and TF involvement and the next steps and collaborative goals.

4.2 Under WP/03, the AO/TF Rapporteur provided an update on the Caribbean (CAR) Airspace Optimization Concept Document and outlined the progress in FRA implementation. The AO/TF explained how it focused on addressing airspace constraints and achieving seamless cross-border operations, emphasizing collaboration among stakeholders to deliver tangible improvements in safety and efficiency. The results align with ICAO's strategic objectives and the Global Air Navigation Plan (GANP). It was recalled that the NACC/WG and GREPECAS already approved the CAR Airspace Optimization Concept Document and FRA implementation updates.

4.3 WP/10 highlighted the need to update Volume III of the Regional Air Navigation Plan and its impact on the planning of activities of the region and the States to achieve actions conducive to the effectiveness and efficiency of the implementation of the elements of the Aviation System Block Upgrade (ASBU) that contribute to the optimization of their airspace. Cuba indicated that every ANSP is different, and that States must adjust to their needs while also complying with the regional plans. United States recommended the ICAO NACC Regional Office to ask Member States and Territories to review Volume III and ask them which KPIs they can provide. As a result, the Secretariat agreed to issue a State Letter requesting Member States and Territories to review Volume III and provide input on the KPIs they can report, as well as any challenges they foresee in aligning with the ASBU framework.

4.4 The Meeting reviewed WP/12, which detailed the status of valid Conclusions and Decisions. It was noted that several previous items were completed or superseded, and new draft conclusions/decisions were developed accordingly. These include updates on the CAR Optimization Concept Document, ATFM contingency planning, and the consolidation of the AO and ATFM Task Forces. In this regard the following Conclusions/Decisions are still valid: Conclusion AO/TF/3/2 – Support for Regional Optimization Strategy; and Decision ATFM/TF/5/1 – Initial ATFM Contingency Planning Template. The rest were either completed or superseded, as detailed in WP/12.

4.5 The following Draft Conclusion supersedes Conclusion AO/TF/4/ATFM/TF/6/CIIFRA/8/5 and updates the deliverables with revised timelines and follow-up on coordination efforts.

| | |
|--|---|
| DRAFT CONCLUSION | |
| AO/TF/5/ATFM/TF/7/CIIFRA/9/2 FIR COORDINATES IN THE NAM/CAR REGIONS | |
| What: <p>That, in order to address significant inconsistencies in FIR Boundary Point Coordinates across various Aeronautical Information Publications (AIPs), which affects the CAR/SAM ANP, and, given that this task is recognized as essential baseline work for system accuracy:</p> <p>a) ICAO issue a State letter to submit the required data relating to their airspace boundary point coordinates by 15 April 2025;</p> <p>b) the NAM/CAR States provide the requested information by 31 May 2025; and</p> <p>c) ICAO coordinate bilateral/multilateral meetings with States/Territories/Organizations to correct any anomalies that may exist with submitted data by 31 July 2025.</p> | Expected impact: <p><input type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p> |
| Why: <p>Ensuring precise FIR boundary coordinates is essential for maintaining reliable navigation and coordination across FIRs, directly impacting regional safety and operational integrity. This information is critical for the CAR/SAM ANP Vol I. Coordination meetings between neighbouring FIRs will be scheduled to address and resolve discrepancies in point descriptions. While a previous conclusion (AO/TF/4/ATFM/TF/6/CIIFRA/8/5) addressed this issue, this new conclusion updates and reinforces the original effort with revised timelines and follow-up actions to ensure completion.</p> | |
| When: 31 July 2025 | Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed |
| Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other: | |

4.6 Under P/01, the Secretariat delivered a technical briefing on the ASBU framework, emphasizing its relevance to the NAM/CAR Regions' modernization and implementation planning. The presentation reviewed key threads of the ASBU methodology, including Aeronautical Meteorology (AMET), Digital Aeronautical Information Management (DAIM), SWIM, Navigation Systems (NAVS), Communication Infrastructure (COMI), and Surveillance (SUR). Emphasis was placed on the operational ASBU elements applicable to the region, particularly those under Airport Accessibility (APTA), Free Route Trajectories (FRTTO), Trajectory-Based Operations (TBOs), and Ground-Based Safety Nets (SNET).

4.7 The implementation of ASBU elements was clarified as non-mandatory, instead tailored to operational needs of each State. Participants were reminded that selecting ASBU elements should be

based on gap analysis, available technological enablers, and maturity levels of each module—ranging from “Concept” to “Ready for Implementation.”

4.8 The presentation closed by urging data-driven planning, calling on States to analyse:

- which ASBU elements are relevant or already implemented
- what enabling infrastructure and regulatory provisions are in place
- which elements require focused investment or cross-border collaboration.

4.8 This ASBU orientation reinforces the ICAO GANP and provides a foundation for strategic alignment of airspace optimization and ATFM activities in the NAM/CAR Region.

Agenda Item 5 Other Business

5.1 Under this agenda item, the Meeting addressed additional matters not covered in previous agenda items. This section provided an opportunity to discuss emerging topics, clarifying outstanding issues from the Havana meeting, and added new items of relevance, including, follow-up on outstanding items from Havana, emerging operational needs and priorities, collaborative opportunities and strategic partnerships and miscellaneous topics of relevance.

5.2 WP/02 explained the importance of consolidating the AO and ATFM TFs and highlighted the benefits which include a closer alignment with the Airspace Organization and Management (AOM) component of ATM. Dominican Republic agreed on the suggestions made on WP/02 to unify the AO and ATFM TFs. Dominican Republic highlighted the importance for ICAO invitations to include expert requirements or level of representation needed for the meetings. In addition, Dominican Republic would like to add a core team as part of the structure of the Terms of Reference (ToRs). United States agreed on joining the TF as well. The Meeting called to enhance the focus on delivering more specific results, for example, short term tasks that we can achieve.

5.3 COCESNA proposed combining the existing names into AO and Flow Management TF. The Secretariat acknowledged this suggestion and will consider a name that aligns with regional requirements. The Secretariat requested attendees to submit their name proposals for evaluation.

5.4 Jamaica expressed concerns that the TF name might confuse the State/international organization and discourage experts from participating, resulting in inappropriate individuals attending meetings. Jamaica also sought clarification on the transition period; to which the AO Rapporteur explained that there will be a review and subsequent consolidation of the work plans of both TFs into one. Cuba agreed with joining both TFs and suggested that the ToRs be more specific and organized to align with the group activities.

5.5 ICAO advised the Meeting that the MCAAP project could provide funding for specific projects which are aimed at meeting the NACC/WG objectives. ICAO also advised that the NACC/WG ToR template could be used to update the new (combined) TF's ToRs.

5.6 Members from both TFs (online and those present at the meeting venue) approved the fusion of the AO/TF and the ATFM/TF into one TF., Cuba, Dominican Republic, United States and COCESNA volunteered to assist with the development of the amended ToR.

5.7 Based on the discussion, the following Decision was adopted:

| DECISION | |
|---|---|
| AO/TF/5/ATFM/TF/7/CIIFRA/9/3 AMALGAMATION OF AO/TF AND ATFM/TF INTO ONE TF | |
| What: That ICAO and the Rapporteurs of both the AO/TF and ATFM/TF develop and present to the NACC/WG/10: a) the ToRs and name of the new (combined) TF; and b) the work programme of the new (combined) TF. | Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical |
| Why: To ensure that the NACC/WG structure is geared towards improving the efficiency of the task force work programs to achieve the identified strategic objectives of the region as it relates to harmonized Airspace Optimization. | |
| When: NACC/WG/10 | Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed |
| Who: <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other: | AO/TF and ATFM/TF Rapporteurs |

5.8 Under WP/05, the Secretariat urged compliance with Conclusion AO/TF/4/ATFM/TF/6/CIIFRA/8/5 on updating FIR boundary coordinates for accuracy in the CAR/SAM Air Navigation Plan. ICAO NACC ATM RO will contact each State to review and update their FIR boundaries. The AO/TF Rapporteur also requested that States complete the FIR Boundary Verification Table included in Appendix A of WP/05, which lists current coordinates and expected updates **by 30 June 2025**.

5.9 IATA requested that States update the Strategic Direct Routing (SDR) fixed points table, which was included under WP/13, to reflect current operations and identify common waypoints shared between adjacent FIRs. This update is intended to support the harmonization of cross-border route structures and facilitate regional airspace optimization. As a result, the Meeting agreed that States should review and revise their SDR fixed points and submit updates to the ICAO NACC Regional Office **by 31 July 2025**. The Secretariat will consolidate these inputs into an updated SDR reference table for regional planning purposes.

5.10 Under WP/08, IATA emphasized the importance of documenting and sharing best practices and lessons learned from previous meetings and initiatives, particularly those stemming from the Havana meeting. In response, the Secretariat proposed expanding the scope of the working paper to include a detailed annex capturing these practices and challenges. This would serve as a living reference for States and ANSPs moving forward.

5.11 The Meeting agreed on the value of institutional memory and endorsed the idea to present these insights at the ICAO Rapporteur Meeting in Mexico City in March 2025, with a particular focus on implementation timelines, coordination mechanisms, and measurable benefits derived from past initiatives.

5.12 Cuba expressed support and offered to lead the presentation of lessons learned, highlighting their recent experiences in sectorization and route realignment. Furthermore, Cuba recommended a restructuring of the working group to enhance its responsiveness, agility, and alignment with regional priorities. This includes refining roles and expectations of members and introducing a rotational leadership model to broaden participation and ownership across States.

5.13 The Meeting recognized that many regional challenges stem from a lack of common understanding and fragmented communication. Therefore, the Secretariat, States, ANSPs, and Stakeholders committed to improving transparency and coordination, especially in airspace restructuring and the implementation of FRA and ATFM measures. Open information sharing, it was noted, is crucial for enabling data-driven decision-making and fostering trust among regional actors.

5.14 Finally, CANSO reiterated its willingness to support the region by sharing the RASG-PA information-sharing framework, which has proven effective in enabling collaborative risk mitigation strategies. CANSO offered to share the Regional Aviation Safety Group–Pan America (RASG-PA) mechanism for information sharing and data-driven mitigation strategies.

5.15 The Secretariat, States, ANSPs, and stakeholders must closely coordinate for airspace restructuring. Open and transparent information sharing is essential to understand our positions and support each other. The integration of this framework into CIIFRA and other working groups was identified as a practical step toward harmonized regional governance and operational excellence.

5.16 The Meeting formulated the following Draft Conclusion/Decisions:

| DRAFT CONCLUSION | |
|--|--|
| AO/TF/5/ATFM/TF/7/CIIFRA/9/4 INFORMATION SHARING BETWEEN THE NAM/CAR/SAM REGIONS ON ATFM SOLUTIONS | |
| What: That, ICAO NACC Regional Office facilitate the NACC/WG ATFM/TF by 31 December 2025 to coordinate with the SAM Region to determine areas where both the NAM/CAR and SAM Regions can share processes/information/guidance material on ATFM implementation and solutions. | Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical |
| Why: To share guidance material and best practices amongst the two regions and harmonize efforts for regional ATFM implementation | |
| When: 31 December 2025 | Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed |
| Who: <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other: | |

5.17 Finally the following Decisions were adopted to enhance coordination among the TFs and the SAM Region and GREPECAS activities:

| | |
|---|---|
| DECISION AO/TF/5/ATFM/TF/7/CIIFRA/9/5 ACTIVATION OF AN AD HOC GROUP FOR THE DEVELOPMENT OF STANDARDIZED PROCEDURES FOR USE DURING SPACE OPERATIONS | |
| What: <p>An Ad hoc Group including members of the ATFM/TF, CANSO, IATA and all other relevant stakeholders is activated to develop a process for coordination and communication regarding contingency hazard areas associated with space operations. The Ad hoc Group shall:</p> <ul style="list-style-type: none"> a) convene a meeting with all relevant stakeholders by 30 April 2025; and b) establish procedures to ensure safety during space operations. | Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input checked="" type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical |
| Why: To develop a set of contingency procedures that provide clear guidance to both ANSPs and Aircraft Operators during space operations | |
| When: Immediately | Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed |
| Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other: | |

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| DECISION AO/TF/5/ATFM/TF/7/CIIFRA/9/6 ALIGNMENT OF THE ATFM/TF WORK WITH GREPECAS NEOSPACE PROJECT | |
| What: <p>That in order to enhance operational efficiency, the ATFM/TF work through NEOSPACE and Project NeoSpace 1 initiatives to:</p> <ul style="list-style-type: none"> a) identify CAR Region airports that would benefit from High-Intensity Runway Operations (HIRO) and provide guidance to the ANSPs/Airport Operators as applicable; b) provide guidance on the application of Dynamic Sectorization in the transition to FRA; and | Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical |

| | |
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| c) evaluate the expansion of CADENA's route repository to include all existing User Preferred Routes (UPRs), FIRs implementing Strategic Direct Routing (SDR), and associated AIP references, by December 2025. | |
| Why: Airspace Optimization includes both the design of airspace and its subsequent management. It is imperative that procedures to manage the various portions of airspace are developed in conjunction with FRA implementation. | |
| When: December, 2025 | Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed |
| Who: <input type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other: | ATFM/TF |



North American, Central American and Caribbean Office (NACC)
Oficina para Norteamérica, Centroamérica y Caribe (NACC)

Fifth Meeting of the North American, Central American and Caribbean Working Group (NACC/WG) Airspace Optimization Task Force, Seventh Meeting of the Air Traffic Flow Management Implementation Task Force and Ninth Meeting of the CANSO IATA ICAO Free Route Airspace Team / Quinta Reunión del Grupo de Tarea Optimización del Espacio Aéreo del Grupo de Trabajo de Norteamérica, Centroamérica y Caribe (NACC/WG), Séptima Reunión del Grupo de Tarea Implementación de Gestión de la Afluencia del Tránsito Aéreo del NACC/WG y Novena Reunión del Equipo de Espacio Aéreo de Rutas Libres CANSO OACI IATA (AO/TF/5/ATFM/TF/7/CIIFRA/9)

Orlando, United States, 3 to 7 March 2025/Orlando, Estados Unidos, 3 al 7 de marzo de 2025

APPENDIX/APÉNDICE

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