



ICAO

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

WORKING PAPER

AO/TF/5/ATFM/TF/7/CIIFRA/9 — WP/05

24/01/25

**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, 03 to 07 March 2025

Agenda Item 5: Other Business

**PROGRESS ON FLIGHT INFORMATION REGIONS (FIRS) BOUNDARY COORDINATES UPDATES IN
NAM/CAR REGIONS**

(Presented by ICAO Secretariat)

EXECUTIVE SUMMARY	
This paper invites the States to comply with Conclusion AO/TF/4/ATFM/TF/6/CIIFRA/8/5 on updates to FIR boundary coordinates to ensure alignment and accuracy in the CAR/SAM Air Navigation Plan.	
Action:	Direct States to complete updates and report the progress of the respective FIR table.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency
<i>References:</i>	<ul style="list-style-type: none">• CAR/SAM Air Navigation Plan (ANP), Volume I.• Conclusion AO/TF/4/ATFM/TF/6/CIIFRA/8/5.

1. Introduction

1.1 Ensuring accurate FIR boundary coordinates is critical for the seamless management of air traffic and the effective implementation of the CAR/SAM Air Navigation Plan (ANP). This working paper outlines progress made on updating FIR boundary coordinates within the NAM/CAR Regions to enhance alignment, accuracy, and operational reliability.

1.2 These updates address existing discrepancies, improve data quality, and align regional practices with ICAO's strategic objectives and the Global Air Navigation Plan (GANP). Collaboration among States and Air Navigation Service Providers (ANSPs) has been a cornerstone of these efforts.

1.3 Therefore, at the AO/TF/4/ATFM/TF/6/CIIFRA/8 meeting discussed coordinates on boundary points of the FIR and identified an important problem regarding point descriptions in various Aeronautical Information Publications (AIPs). It was stressed out that this task implied a system reference work, and it was pointed out that responsibility fell under each States, and that it was necessary to hold meeting in close coordination between the neighbouring FIRs to ensure accuracy of data. Finally, an action

item for the first quarter of 2025 was set, and ICAO plans to share information with States for validation and to send invitations concerning this work. The following conclusion was adopted.

CONCLUSION	
AO/TF/4/ATFM/TF/6/CIIFRA/8/5 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, the NAM/ CAR States undertake a thorough review and alignment of these coordinates by April 2025 reporting to ICAO.</p>	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: <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.</p>	
When: April 2025	Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
Who: <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> Other:	

1.4 Continued engagement and support from all stakeholders will be essential to meet the April 2025 target for completing updates.

2. Analysis

2.1 Progress in FIR Boundary Updates

2.1.1 Significant progress has been achieved in updating FIR boundary coordinates, which must be included in Table ATM1 of Vol. I of the CAR/SAM Air Navigation Plan:

- validation of current FIR boundaries against operational requirements and ICAO documentation.
- resolution of identified inconsistencies in boundary definitions across regions.
- creation of a unified digital database to ensure consistent and reliable access to updated FIR data.

2.1.2 Challenges remain in achieving full alignment, particularly in ensuring timely data submissions from all participating States and harmonizing updates across overlapping boundaries.

2.2 *Stakeholder Engagement*

2.2.1 Active participation from States and ANSPs has been pivotal:

- Coordination meetings and technical workshops to address discrepancies, operational issues and differences
- bilateral agreements to resolve cross-border boundary differences.

3. **Conclusions and Recommendations**

3.1 The Secretariat recommends the following actions:

- a) initiate and lead bi-monthly meetings with multiple States and stakeholders to foster collaboration, address key challenges, and work towards coordinated solutions. These meetings will serve as a platform for constructive dialogue, data-driven decision-making, and harmonized implementation efforts, ensuring alignment with regional and global air traffic management objectives so that States finalize updating neighbouring coordinates of the FIR by April 2025 and report periodically on the progress made by completing their information in the **Appendix** (Table ATM1); and
- b) in coordination with the Secretariat, organize additional technical calls/workshops to address remaining gaps and technical challenges.

3.2 These actions will ensure the accuracy and alignment of FIR boundaries, facilitating seamless and safe air traffic management in the NAM/CAR Regions.

4. **Suggested Actions**

4.1 The Meeting is invited to:

- a) report the updates to the FIRs completing Table ATM1 (appendix);
- b) endorse the recommendations outlined in Section 3 to support the continued progress of this initiative; and
- c) propose any additional measure that may further strengthen the accuracy, coordination, and implementation of FIR boundary updates.

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APPENDIX/APÉNDICE**Table ATM I-1****FLIGHT INFORMATION REGIONS (FIR)/UPPER INFORMATION REGIONS (UIR) IN THE CAR/SAM REGIONS****EXPLANATION OF THE TABLE**

Column:

- 1 Name of the FIR/UIR / Location Indicator according to Doc 7910
- 2 Description of FIR/UIR lateral limits;
 - a. Describe separately in the table the limits of the UIRs if they are not similar to the FIRs limits.
- 3 Remarks — additional information, if necessary.
 - a. Describe vertical limits if necessary.

FIR/UIR Location Indicator	Lateral limits coordinates	Remarks
1	2	3
Central American (MHCC)	FIR/UIR CENTRAL AMERICAN <i>To be incorporated</i>	
Curaçao (TNCF)	FIR/UIR CURAÇAO <i>To be incorporated</i>	
Habana (MUHA)	FIR/UIR HABANA <i>To be incorporated</i>	
Houston Oceanic (KZHU)	FIR/UIR HOUSTON OCEANIC <i>To be incorporated</i>	
Kingston (MKTP)	FIR/UIR KINGSTON <i>To be incorporated</i>	

FIR/UIR Location Indicator	Lateral limits coordinates	Remarks
1	2	3
Mazatlán Oceanic (MMFO)	FIR/UIR MAZATLÁN OCEANIC <i>To be incorporated</i>	
Mexico (MMER)	FIR/UIR MEXICO <i>To be incorporated</i>	
Miami Oceanic (KZMA)	FIR/UIR MIAMI OCEANIC <i>To be incorporated</i>	
Nassau (MYNA)	FIR NASSAU <i>To be incorporated</i>	
New York Oceanic West (KZNW)	FIR/UIR NEW YORK OCEANIC WEST <i>To be incorporated</i>	
Piarco (TTZP)	FIR/UIR PIARCO <i>To be incorporated</i>	
Port-au-Prince (MTEG)	FIR/UIR PORT-AU-PRINCE <i>To be incorporated</i>	
San Juan (TJZS)	FIR/UIR SAN JUAN <i>To be incorporated</i>	
Santo Domingo (MMCS)	FIR/UIR SANTO DOMINGO <i>To be incorporated</i>	