



International Civil Aviation Organization

**ICAO New Flight Plan Format Study Group  
(INFPL SG)**

**Fourth Meeting  
(Cairo, Egypt, 27 – 29 February 2012)**

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**Agenda Item 4: Strategy and Action Plan for Implementation of INFPL in the MID Region**

**REGIONAL REJECTION PROCEDURE**

*(Presented by Jordan)*

**SUMMARY**

This paper proposes development of a standard Rejection procedure, which can have a significant improvement on Quality of flight plan submission.

Action by the meeting is at paragraph 3.

**REFERENCES**

- IFPS User Manual, EUROCONTROL, Edition No 15.1
- INFPL SG3 Report
- MIDANPIRG/12 Report
- Summary of discussion for joint INFPL workshop/Seminar

**1. INTRODUCTION**

1.1 Amendment 1 to ICAO PANS ATM (Doc 4444) is to update the ICAO model flight plan form in order to meet the needs of aircraft with advanced capabilities and the evolving requirements of automated air traffic management (ATM) systems, while taking into account compatibility with existing systems.

**2. DISCUSSION**

2.1 Currently, the ATC system in Jordan is capable to manage and process flight plans and associated ATS messages data in the new format. The contract of AviTerm software change and Installation of INFPL converter have already been signed to fully adapt to the changes envisaged in the new FPL.

2.2 After the transition date, its anticipated that there will be a significant increase in erroneous FPL, due to many reasons

- a) Operator mistype or lack of knowledge
- b) The Regional variation and the inability of some automated systems to handle all those differences (Inclusion of regional tags in item 18 like RVR, EUR).
- c) Inability of end systems to receive both formats simultaneously.

2.3 The controller has to file a flight plan manually when he/she has not received it before, which might cause confusion and increased workload.

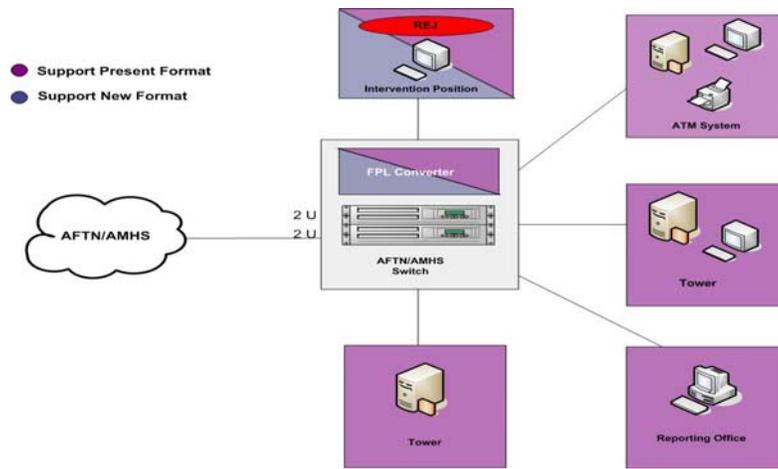
2.4 The presence of a Rejection procedure can facilitate to notify the originator early enough about the status of the Flight plan, so that he/she can take a remedial action. Therefore a Rejection procedure can improve the quality of flight plan submission.

2.5 The Prerequisites for Rejection Procedure:

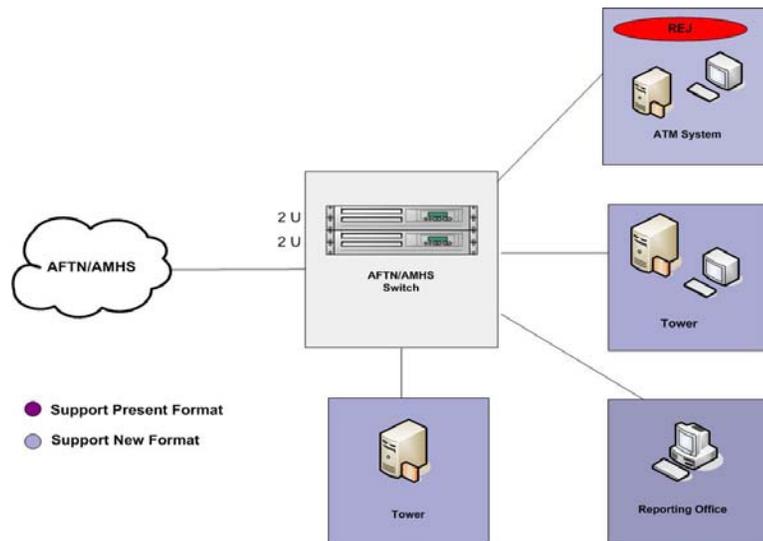
2.5.1 Centralised Reject Agent

The challenge is to find a centralised position responsible for the rejection, for instance the originator can not receive several REJ messages from a state for the same Flight plan message.

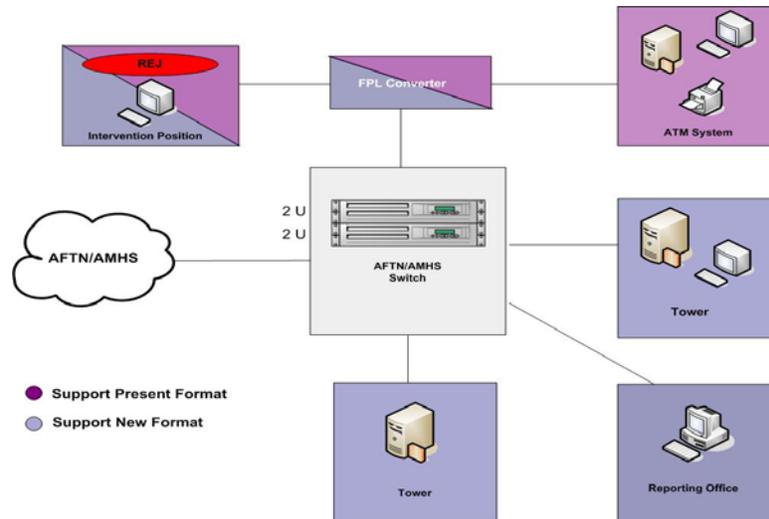
- States which have installed a central converter (on AFTN/AMHS switch) can configure the manual intervention position to act as a centralised Reject Agent.



- States which have upgraded their systems can add a Rejection function to the ATM system of the Area Control Center.



3. States which have installed a converter for the ATM system of Area Control center only can configure the manual intervention position to act as a centralised Reject Agent.



### 2.5.2 The case of Rejection

A Rejection message "REJ" shall be sent to the originator when that flight plan fails automatic or manual processing and NOT because of item 15 trajectory.

### 2.5.3 Rejection Message Format

- REJ
- FILLING TIME (DTG)
- Origin
- Call Sign
- Date of Flight DOF
- Error Type
- Original Message attached

Example:

- REJ
- 230600
- OJAIZPZX
- RJA111
- DOF 120223
- SYN: INVALID CODE
- (FPL- RJA111-IS
- OJAI0804/M-SE1HYWJ9/S
- N0431F240 LOSAR3D LOSAR DCT BUSRA
- OLBA0044 LCLK
- DOF/ 120223 EET/ OSTT0011)

2.5.4 Errors Types

- Syntax error: Invalid code  
SYN: INVALID CODE  
A flight plan including an invalid code is rejected by automated systems, the user should be notified about that.
- Incoherent Flight Plan : (INCOHERENT FPL)  
In case of inconsistency in Item10, OR inconsistency between item 10 and 18\*, this flight plan should be rejected.
- Unknown Flight Plan message Format (UNKNOWN FPL FORMAT)  
When the system receives mixed flight plan format, old and new and can not determine its type, the message should be rejected.

2.5.4 Remedial Action

When the originator receives a REJ message related to his/her flight plan message, it shall be his/her responsibility to correct and resubmit the flight plan.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the content of this paper and take it into account when moving forward in development of flight plan regional rejection procedure; and
- b) consider development of standard regional rejection procedure.

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