



**Agenda Item 2: Global and regional civil aviation requirements and challenges**

**BEST PRACTICE GUIDE TO CROSSING FLIGHT INFORMATION REGION BOUNDARIES**

(Presented by CANSO)

<b>SUMMARY</b>	
This working paper provides information about CANSO's cross-committee team dedicated to enhancing flight safety and increasing operational efficiency by harmonizing the procedures and situational awareness associated with crossing FIR boundaries.	
<b>References:</b> - GREPECAS 17	
<b>ICAO Strategic Objectives:</b>	<i>A - Safety</i>

**1. Introduction**

1.1 CANSO's vision is to transform air traffic management (ATM) performance globally; and a key objective is to harmonize airspace so that planes can fly smoothly and seamlessly across the globe. On June 2015 CANSO published the Best Practice Guide to FIR boundaries. The guide can be downloaded via the following link: <https://www.canso.org/best-practice-guide-crossing-flight-information-region-boundaries>

1.2 The FIR Boundary Crossing project (FIRBX), as discussed in the CANSO workshop held during the 2014 Global ATM Operations Conference, encompasses identifying and mitigating anomalies and/or discrepancies that occur systemically and/or bilaterally/multilaterally that are associated with crossing FIR boundaries.

1.3 The objective of this best practice guide is to assist air navigation service providers (ANSPs) to deliver seamless service across Flight Information Region (FIR) boundaries; optimising the seamless and efficient flow of long-haul international air traffic across all regions.

**2 Discussion**

2.1 CANSO has identified that efficiency in crossing FIR boundaries is currently impacted by disparities in: separation standards; procedures in filing flight-plans; air traffic flow management (ATFM) measures; pilot-to-controller and controller-to-controller communication capabilities; incompatibilities between adjacent automation platforms; and inconsistent airspace structures.

2.2 This guide focuses on establishing best practices that will help mitigate two of the impediments to the smooth crossing of FIR boundaries initially identified by CANSO Members: the quality of flight plans and the transition of aircraft between surveillance and non-surveillance airspace.

2.3 Quality of flight plans was chosen because of the residual effect that erroneous, missing, duplicate, and multiple flight plans have on the service provided by ANSPs. These inaccuracies affect every phase of a flight as it transitions from the tower, terminal, en-route, and oceanic environments.

2.4 The second area addresses the inefficiencies and errors that often occur when an aircraft transitions from surveillance to non-surveillance airspace, particularly due to the change in required separation standard.

### **3. Suggested action**

3.1 The Meeting is invited to:

- a) Take note of the information contained in this working paper; and
- b) Considering utilizing the document as a guidance and best practice material within your organization.

- END -