



Agenda

Item 3:

Analysis to the availability and errors of flight plans in the NAM/CAR/SAM Regions

MONITORING OF ACTIONS TO MITIGATE THE ERRORS AND THE DUPLICITY/MULTIPLICITY OF FLIGHT PLANS IN THE SAM REGION

(Presented by the Secretariat)

<b>SUMMARY</b>	
This working paper presents information about the actions carried out in the SAM Region to mitigate the errors in the flight plans as well as the duplicity, multiplicity of them.	
<b>REFERENCES</b>	
<ul style="list-style-type: none"> <li>• Report on the Second meeting on AIDC (AIDC/2 – 21 to 23 September 2016)</li> <li>• Report on the Third meeting on AIDC implementation (AIDC/3 - Lima, Peru, 24 to 26 April 2017)</li> <li>• Report on the Eighteenth workshop/meeting of the SAM implementation group (SAM/IG/18 - Lima, Perú, 17 to 21 October 2016)</li> <li>• Report on the Twentieth workshop/meeting of the SAM implementation group (SAM/IG/20 Lima, Peru, 16 to 20 October 2017)</li> <li>• Summary of the teleconferences to follow-up the AIDC implementation (14/12/2017 and 26/01/2018)</li> </ul>	
<b>ICAO strategic objectives:</b>	<i>A – Safety</i> <i>C- – Capacity and efficiency of air navigation</i>

1. Introduction

1.1 During the second AIDC implementation meeting (AIDC/2), the AIDC group proceeded to identify possible sources of errors in flight planning by formulating recommendations to mitigate errors in flight plans as well as multiplicity/duplicity of them. They also presented an orientation guide to avoid errors in the FPL and ATS messages. The list of sources of errors and recommendations are presented in the final AIDC/2 report that can be found on the following web portal:

[https://www.icao.int/SAM/Pages/ES/MeetingsDocumentation\\_ES.aspx?m=2016-AIDC2](https://www.icao.int/SAM/Pages/ES/MeetingsDocumentation_ES.aspx?m=2016-AIDC2).

1.2 The SAM/IG/18 Meeting proceeded to review and approve the orientation guide to avoid errors in the FPL and ATS messages prepared by the AIDC group. It is presented as **Appendix A** to this working paper.

1.3 The SAM/IG/19 Meeting considered that in order to implement the procedures for the mitigation of the duplicity/multiplicity of regular commercial flight plans, States should establish the AFTN address XXXXZPZX as the sole address for the reception of flight plans corresponding to the ARO / AIS Offices. The SAMIG/19-2 conclusion was formulated in this regard - *Implementation of the procedure for the mitigation of duplicity/multiplicity of regular commercial flight plans*

## 2 Analysis

2.1 In relation to the progress on the actions to mitigate the errors as well as the duplicity/multiplicity of flight plans since the Third Implementation Meeting of the AIDC, the following is described:

- *Follow-up on the implementation of automated systems for FPL 2012*
- *Analysis of errors and duplicity of flight plans in the SAM region*

### *Follow-up on the implementation of automated systems for FPL 2012*

2.2 In relation to the progress in the implementation of the automated systems for FPL 2012, Bolivia has started the implementation of an ATM automation project in the ATS facilities of La Paz, Cochabamba, Santa Cruz and Trinidad called CIDAETA. The automated system to be installed in these ATS units is from the manufacturer Thales, model TopSky and is scheduled to be completed by 2019.

2.3 By the end of the second half of 2018, the FDPs of the Brazilian ACCs would be able to automatically process the 2012 FPL, thus eliminating the currently installed converters.

2.4 Peru completed at the end of 2017, the process of modernization of the automated system of the ACC of Lima (AIRCON 2100 of INDRA) which, among other improvements, corrects the limitations on the number of characters in item 10 of the FPL 2012 format.

2.5 Finally, Paraguay and Venezuela expect to have an automated system in their ACCs that accepts the 2012 FPL by the end of 2018.

2.6 As a result of the analysis of the implementation status of the automated systems in the SAM region to comply with Amendment 1 of Edition 15 of Document 4444 (FPL2012), it was identified that to date, of all the ACCs of the SAM Region (27), 67% implemented the update in the flight plan processors (FDP), 22% continues with the use of converters and the rest follows with the manual solution in view that the automated systems installed in the ACCs do not comply with FPL 2012 or do not have automated systems. With regard to the implementation of AMHS/AFTN terminals that have FPL 2012 templates with the capacity to detect errors in filling, 67% of the States have it.

2.7 In this respect, to date, there has been practically no progress in the implementation of automation for the 2012 FPL with respect to what was reported in the third AIDC implementation meeting. An updated table of the status of implementation of the automation to comply with amendment 1 of Edition 75 of Document 4444 is presented in **Appendix B**.

*Analysis of errors and duplicity of flight plans in the SAM region*

*Argentina*

2.8 They informed in the teleconference made on January 26, 2018, that the ANAC had approved the amendment in the national regulations on the presentation of flight plans in order to allow commercial airlines to present their flight plans in electronic form directly to the ARO/AIS Offices or to the FDPs of the ACCs omitting the presentation of the flight plan in hard copy, becoming effective for March 1 for commercial aviation and for April 1, 2018 for general aviation.

2.9 They also reported that an application is being prepared for the validation of flight plans. No progress was reported in the implementation process of the SAMIG/19-2 conclusion.

*Brasil*

2.10 It was reported (teleconference - January 26) that by mid-2018 the centralization of all flight plans in the CGNA (Aeronautical Navigation Management Center) would come into operation through the SIGMA system - Integrated Air Movement Management System.

*Chile*

2.11 No progress was reported (teleconference - January 26) on the implementation process of Conclusion SAMIG/19-2

*Colombia*

2.12 Informed about the meetings held with air operators (Avianca, LATAM, Spirit, Viva Colombia, Iberia) in October 2017 on procedures for presentation of flight plans in the international AIS Offices and not directly in the ACCs with the purpose to avoid duplicity of flight plans.

*Ecuador*

2.13 Informed that the procedure indicated in conclusion SAMIG/19-2 has not yet been implemented, their implementation is agreed and in this regard they informed that meetings had already been held with some users and for the first semester of 2018, meetings with them would continue to implement the procedure. The initial users with whom they would be meeting would be LATAM, KLM, COPA AIRLINE and TAME.

*Panamá*

2.14 It was reported that the ATM automation system update for the Panama ACC would be completed by the end of March 2018 and that by the first semester of 2018 the procedure indicated in conclusion SAMIG / 19-2 would be implemented.

*Paraguay*

2.15 No progress was reported (teleconference - January 26) on the implementation process of Conclusion SAMIG/19-2. It was reported that as part of the application of the procedure for the first semester of 2018, they will begin meetings with the users.

*Perú*

2.16 In relation to the implementation of the procedures for the mitigation of the duplicity/multiplicity of regular, commercial flight plans in the States of the SAM Region, Peru has already implemented it since the end of July 2017. In this regard, it has been drafted the circular of Aeronautical information AIC/05/2017).

2.17 It was informed that on December 14 at 15:00 hours, the representatives of JETBLUE company were received at the Aeronautical Information Office, signing the first Letter of Agreement to start the 16th of the current year, the transmission of Flight Plans via AMHS in the single address SPIMZPZX. As **Appendix C** of this working paper, a copy of the letter of agreement is presented.

*Uruguay*

2.18 There is no information on the implementation of the SAMIG/19-2 conclusion.

*Venezuela*

2.19 It has implemented and has in operation, a centralized automated system for processing flight plans that reduces errors in the presentation of the same. This system is located in the ARO Office of Maiquetía. It is expected that for the first semester of 2018, the SAMIG/19-2 conclusion will be implemented.

*Other information*

2.20 The States of Bolivia, Guyana, French Guiana and Suriname do not present progress in the implementation of Conclusion SAMIG/19-2. It is expected that the States of the SAM Region present in this meeting the progress in the implementation of the conclusion.

**3 Suggested actions**

3.1 The Meeting is invited to:

- a) Take note of the information presented in this working paper;;
- b) Analyze the follow-up of the actions to mitigate the errors, the duplicity of the flight plans in the SAM region indicated in section 2 and in the Appendixes of this working paper; and
- c) Other considerations in this regard that the Meeting deems necessary

## APPENDIX A

### GUIDE TO AVOID ERRORS IN FPLs AND ASSOCIATED ATS MESSAGES

#### 1. EFFECTIVE FILING OF FPLs

1.1 An effective and homogeneous air traffic flow through FIR boundaries is achieved, in part, by securing the flight plans, and transmitting, processing, and transferring the associated messages between FIRs in a homogeneous, efficient, and consistent manner.

1.2 The methods and procedures used for filing and/or originating flight plans have a residual effect on the quality of the air traffic services provided. The introduction of duplicated or multiple flight plans, or of flight plans containing erroneous information has a direct impact on flight safety and efficiency within the global airspace system.

1.3 The sources of flight plan errors that have been identified include:

- Lack of quality and consistency in the filing of flight plans
- Inappropriate management in the use of repetitive flight plans (RPLs)
- Utilization of converters to comply with the ICAO 2012 flight plan format due to non-permanent conversion process availability
- Manual entry and processing of FPLs and associated messages

#### 2. DIRECT DELIVERY OF FLIGHT PLAN MESSAGES

2.1. In order to reduce the risk of manual errors, the ANSP, pursuant to Doc 4444, paragraph 11.2.1.1.1, can implement local arrangements to delegate to the operators the responsibility for direct transmission of movement messages *via* the Aeronautical fixed telecommunication network (AFTN) or the air traffic service message handling system (ATS AMHS). Movement messages include FPLs, modification (CHG), delay (DLA), and cancellation of the flight plan.

2.2. If ANSPs have delegated to the airlines the responsibility of originating flight plan messages, then, in accordance with Doc 4444 Appendix 2, page A2-3, part 2.1, airlines will have the responsibility of correctly transmitting the initial FPL, as well as the associated messages to all the ATS units involved, in accordance with Doc 4444, 11.2.1.1.3.

2.3. Before delegating the responsibility for direct filing of flight plan messages, ANSPs must consider conducting a test with new operators, using a central AFTN/AMHS address to receive the messages for an initial manual validation.

2.4. The ANSPs must also specify in local arrangements or in the AIP the deadlines for completing the delivery of movement messages (DLA and CHG) for individual flights, for example, using a time parameter before the estimated off-block time (EOBT).

2.5. It is better to use a CNL and file the FPL again as an alternative to the delivery of multiple modification messages concerning the same FPL or several modifications within the same message.

### **3. SIMILAR AND MULTIPLE FLIGHT PLAN ERRORS**

#### *Similar errors*

3.1 Inadequate completion procedures, sending the modified plan to the originator instead of using CHG or DLA, generate similar flight plans for the same flight. This creates confusion among the different ATS units, which will have to select the flight plan (not necessarily the last one considered valid by the airline) to update it with the surveillance information and/or in flight transfer processes.

#### *Multiple errors*

3.2 Multiple FPLs are a cause of error when there are 2 different originators of the FPL (whether airlines or ANSPs).

3.3 In order to avoid multiple FPLs in the AFTN/AMHS, airlines will only originate and transmit the FPL if the ANSP has delegated this responsibility in accordance with chapter 2 of this guide.

### **4. DELAY MESSAGES (DLA)**

4.1. The originator will only consider sending the DLA message if the flight is expected to be delayed by more than 30 minutes after the EOBT contained in the previous FPL (refer to Doc 4444, 11.4.2.2.3).

4.2. If the originator does not send a DLA message 30 minutes after the EOBT specified in the FPL, then the FPL will be automatically cancelled.

### **5. MODIFICATION MESSAGES (CHG)**

5.1. If the originator is an airline and needs to send a CHG in less time than that specified in item 2.3 of this guide, then it shall first contact the TWR or the designated ATS unit that will coordinate the proposed changes with the TWR involved.

5.2. Modifications concerning aircraft type and wake turbulence category, cruising speed and/or level shall be notified for each individual flight as soon as possible and no later than 30 minutes after take-off to:

- a) the air traffic services reporting office of the departure aerodrome, and
- b) only if the responsibility for originating the FPL has been delegated as mentioned in paragraph 2.1, the originator of the FPL shall also send the CHG message to the other ATS units considered in the initial FPL.

5.3. If the originator of the FPL wishes to modify the ATS route or the flight level en route, then the CHG message shall contain the whole portion of the route and the different FLs.

5.4. CHG messages shall include a completed field 15, containing the information of the FPL that changes to avoid an incorrect modification.

5.5. If the CHG message has a new ATS route with FIRs that were not considered in the original FPL, then the FPL shall be cancelled with a CNL message and a new FPL sent.

## **6. AFTN ADDRESSES**

6.1 In order to reduce FPL filing discrepancies resulting from incorrect addressing of aeronautical messages, ANSPs must list their AFTN addressing requirements in their aeronautical information publication (AIP). Guidance on the addressing of AFTN messages can also be found in ICAO Annex 10, Volume II, chapter 4, in ICAO Docs 7910 and 8585, and in ICAO regional AFTN routing directories.

## **7. CENTRAL FLIGHT PLAN PROCESSING UNIT**

7.1 ANSPs with multiple ATS centres may consider the installation of a central flight-planning unit for the processing and initial distribution of FPLs. An example of central flight planning is provided in the specifications of the Initial Flight Plan of EUROCONTROL.

7.2 Studies conducted by EUROCONTROL and the European Commission determined that inconsistencies in flight data content in hands of different parties for the processing of the same flight have a negative impact on the efficiency of operations within the European air traffic management system.

7.3 According to the EUROCONTROL website (see the References section), the IFPL specification defines the procedures and requirements for the provision, processing, and distribution of flight plans in the pre-flight phase. Improved consistency in flight plan data has enabled more homogeneous operations, enhanced safety, and has also permitted the definition of the new operational concepts for air traffic flow management (AFTM).

## **8. PROCEDURES FOR MITIGATING ERRORS**

8.1 Appropriate procedures are required for resolving issues derived from messages that are not received. Part of the solution involves ensuring that duplicated or erroneous messages are not fed into the system. For example, if a movement message is received for an unknown FPL, the receiving unit must use the flight plan request message (RQP) to request the FPL from the sending unit instead of creating its own FPL.

8.2 Where the ANSPs provide the possibility of filing FPLs through the Internet, a validation process should be established to prevent the introduction of wrong data from movement messages. NAV CANADA is an example of web-based flight plan filing, using its Collaborative Flight Planning System (CFPA). The application permits direct filing of the flight plan by pilots and/or flight plan filing agencies, and is in full compliance with Flight Plan 2012, verifying errors in full as required by FPL filers in order to correct discrepancies before the flight plan is accepted for processing.

## **9. REVISION OF STATE REGULATIONS**

9.1 The ANSPs are encouraged to cooperate with State regulators in the revision and alignment of existing regulations with emerging technologies. In those cases in which State regulations require that the FPL be delivered personally, together with the electronic FPL, the modification of such regulations may reduce man-induced discrepancies in the filing process.

9.2 If after a revision, State regulations still require operators to personally deliver the filed flight plans, the ANSPs must introduce appropriate quality control measures to reduce the possibility of disparity between electronic and personally delivered FLPs.

## **10. REPETITIVE FLIGHT PLANS (RPLs)**

10.1 The use of the RPL is known to be an important contributor to duplicated flight plans and may result in the provision of less-than-optimal services and erroneous separation by the ANSP.

10.2 The flight plan information contained in the RPL may differ from the actual details considered by the operator for a given day, for example, the type of aircraft to be flown. This type of changes may have an impact on the services provided and on the integrity of the separation or wake turbulence standards applied.

## **11. ALTERNATE AERODROMES**

11.1 Some automated ground systems will reject flight plans that do not contain an alternate aerodrome as destination, even if an alternate does not need to be filed for the specific destination. Consequently, some operators file alternate aerodromes where an alternate is not required in order to avoid the rejection of the flight plan, which results in a financial burden, since additional and unnecessary fuel must be carried on board.

11.2 *ICAO Annex 6, Operation of aircraft, Part 2* establishes exceptions to the requirement of filing an alternate aerodrome. The ANSP should make sure that the alternate field is not a mandatory field for automated flight plan processing, especially for flights in transit to a destination in another FIR.

## **12. DESIGNATION OF DEPARTURE/ARRIVAL PROCEDURES**

12.1 The ANSPs should make sure that the name of any published standard instrument departure (SID) or standard instrument arrival (STAR) procedure filed in the flight plan meets the designation requirements of *ICAO Annex 11, Air Traffic Services, Appendix 3*, in order to reduce the number of rejected flight plans.

12.2 The ANSPs should make sure that ATM systems are capable of duly processing filed flight plans that include SIDs and STARs as part of the route.



### **13. SUPPLEMENTARY FLIGHT PLAN INFORMATION (FPL ITEM 19)**

13.1. Supplementary flight plan information should not be considered for transmission for each FPL.

13.2. If, for SAR reasons, this information is required by any ANSP (in accordance with Annex 11, part 5.2.2.1), the sequence for acquiring the information would be as follows:

- a) *via VHF*, requested from the flight crew, if the event is considered by ATC as an appropriate action; or
- b) *by telephone*, contacting the designated 24/7 flight operation/dispatch unit of the airline (specified in the FLP delegation agreement); or
- c) *via the AFTN/AMHS*, from the designated 24/7 flight operation/dispatch unit of the airline (specified in the FLP delegation agreement)

### **14. CONVERSIONS OF THE ICAO FPL 2012 FORMAT**

14.1 During the transition to the ICAO FPL 2012 format, some ANSPs used converters to convert the existing flight plans to the new format.

14.2 The following issues were associated to the continuous use of converters:

- a) The benefits of Amendment 1 are not fully realised; especially, it reduces separation standards associated to performance-based navigation (PBN), and the provision of ADS-B services;
- b) Interoperability in the delivery of AIDC messages would be restricted when using the converter solution.

14.3 Other known issues related to the ICAO FPL 2012 include:

- a) The RVR/ indicator in FPL Item 18. This indicator must be either accepted without processing, or eliminated without rejection by ATM systems;
- b) FPL rejects occur when RMK/unexpected information is entered in Item 18.

14.4 In order to reduce the origin of erroneous messages and maximise the benefits of the new flight plan format, the ANSPs must fully comply with the provisions of ICAO FPL 2012 concerning automation and support systems.

### **15. FEEDBACK TO THE OPERATOR**

15.1 The ANSPs shall consider establishing a reporting mechanism to provide constant feedback to the operators as to the number and causes of rejects and flight plan errors.

15.2 Furthermore, the ANSPs must consider holding periodic user/operator forums to discuss recurrent discrepancies.

## 16. REFERENCES

- ICAO Annex 6, Operation of aircraft, Part 2 (paragraph 2.2.2.3.5)
- ICAO Annex 10, Aeronautical telecommunications, Volume II, Chapter 4
- ICAO Annex 11, Air traffic services, Chapter 2, Appendix 3 and Appendix 4
- ICAO location indicators (Doc 7910)
- Designators for aircraft operating agencies (Doc 8585)
- ICAO AFTN routing guide, Asia/Pacific Regions, 27th Edition, August 2007
- ICAO PANS ATM (Doc 4444) (paragraph 11.2.1.1.1)
- EUROCONTROL IFPL specification:
  - <https://www.eurocontrol.int/articles/initial-flight-plan-ifpl-specification>
  - <http://www.acac.org.ma/ar/Workshop%20Presentation/IFPS%20in%20Flight%20PlanningV4.pdf>

## 17. LIST OF ACRONYMS

### Abbreviations

ACI	Airports Council International
ADS	Automatic dependent surveillance
ADS-B	Automatic dependent surveillance – Broadcast
ADS-C	Automatic dependent surveillance – Contract
AFTN	Aeronautical fixed telecommunication network
AIDC	ATS interfacility data communication
AIP	Aeronautical information publication
ANSP	Air navigation service provider
AMHS	Air traffic services (ATS) message handling system
APAC	Asia/Pacific
APANPIRG	Asia/Pacific air navigation planning and implementation regional group
ASBU	Aviation system block upgrades
ASIOACG	Arabian Sea/Indian Ocean ATS coordination group
ATFM	Air traffic flow management
ATM	Air traffic management
ATS	Air traffic service(s)
AUSEP	Australian air navigation operations
CHG	Modification
CNL	Flight plan cancellation message
CPDLC	Controller-pilot data link communications
CPL	Current flight plan
DARP	Dynamic air route planning
DLA	Delay message
EOBT	Estimated off-block time
FAA	United States Federal Aviation Administration
FIR	Flight information region
FIRBX	FIR boundary crossing
FPL	Filed flight plan
GANP	Global air navigation plan
IATA	International Air Transport Association

ICAO	International Civil Aviation Organization
IFPL	Specification for the initial flight plan (EUROCONTROL)
ISPACG	Informal South Pacific Air Traffic Services Co-ordinating Group
LOA	Letter of agreement
RPL	Repetitive flight plan
RQP	Request flight plan
SID	Standard instrument departure
SMS	Safety management system
STAR	Standard instrument arrival
UPR	User preferred route

**APPENDIX B / APÉNDICE B****STATUS OF THE AUTOMATION IMPLEMENTATION TO GIVE EFFECT TO THE  
AMENDMENT TO THE FLIGHT PLAN FORMAT /****ESTADO DE IMPLANTACION DE LA AUTOMATIZACIÓN PARA DAR CUMPLIMIENTO  
DE LA ENMIENDA EN EL FORMATO DEL PLAN DE VUELO**

<b>STATE/ ESTADO</b>	<b>ACC</b>	<b>AFTN/AMHS (Template FPL 2012)</b>	<b>FDP /FPL2012</b>
<b>Argentina</b>	Comodoro Rivadavia	Implemented (AMHS terminal) / Implantado (terminal AMHS)	Automated/Automatización Implemented June 2016/Implementado Junio 2016
	Cordoba	Implemented (AMHS terminal) / Implantado (terminal AMHS)	Automated / Automatizado
	Ezeiza	Implemented (AMHS terminal) / Implantado (terminal AMHS)	Automated / Automatizado
	Mendoza	Implemented (AMHS terminal) / Implantado (terminal AMHS)	Automated/Automatización Implemented June 2016/Implementado Junio 2016
	Resistencia	Implemented (AMHS terminal) / Implantado (terminal AMHS)	Automated/Automatización Implemented June 2016/Implementado Junio 2016
<b>Bolivia</b>	Cochabamba /La Paz	Implemented (AMHS terminal) / Implantado (terminal AMHS)	Manual  It is foreseen by the end of 2019 an ATM automated system compatible with FPL/12 in the new Cochabamba ACC and La Paz ACC (back up) / Se tiene previsto para finales del 2019 un sistema automatizado ATM compatible con el FPL/12 en el nuevo ACC de Cochabamba y La Paz. ACC (respaldo)

STATE/ ESTADO	ACC	AFTN/AMHS (Template FPL 2012)	FDP /FPL2012
<b>Brazil / Brasil</b>	Amazónico	Implemented (AMHS terminal) / Implantado (terminal AMHS)	Automated /Automatizado (use of converter) / (uso de convertidor centralizado)
	Atlántico	Implemented (AMHS terminal) / Implantado (terminal AMHS)	An update in Sagitario ATM automated system (from ATECH Brazil) which includes the new FPL/12 flight plan format to deactivate the centralized inverter is scheduled for the end of 2017 in the ACC Amazonico, Atlantico, Brasilia, Curitiba and Recife./ Para finales del 2017 está prevista una actualización en Sagitario (sistema automatizado ATM de Brasil de la empresa ATECH) que incluye el nuevo formato de plan de vuelo FPL/12 y desactivar el convertidor centralizado.
	Brasilia	Implemented (AMHS terminal) / Implantado (terminal AMHS)	
	Curitiba	Implemented (AMHS terminal) / Implantado (terminal AMHS)	
	Recife	Implemented (AMHS terminal) / Implantado (terminal AMHS)	
<b>Chile</b>	Iquique	Not implemented (AFTN terminal) / No Implantado (terminal AFTN)	Automated /Automatizado
	Punta Arenas	Not implemented (AFTN terminal) / No Implantado (terminal AFTN)	Automatizado /
	Puerto Montt	Not implemented (AFTN terminal) / No Implantado (terminal AFTN)	Automated /Automatizado
	Santiago	Not implemented (AFTN terminal) / No Implantado (terminal AFTN)	Automated/Automatizado
	Santiago Oceanico	Not implemented (AFTN terminal) / No Implantado (terminal AFTN)	Automated/Automatizado
<b>Colombia</b>	Barranquilla	Not implemented (AMHS terminal) No implantado (terminal AMHS)	Automated /Automatizado
	Bogotá	Not implemented (AMHS terminal) No implantado (terminal AMHS)	Automated /Automatizado

<b>STATE/ ESTADO</b>	<b>ACC</b>	<b>AFTN/AMHS (Template FPL 2012)</b>	<b>FDP /FPL2012</b>
<b>Ecuador</b>	Guayaquil	Implemented (AMHS terminal) / Implantado (terminal AMHS)	Automated /Automatizado
<b>French Guiana (France) Guyana Francesa (Francia)</b>	Rochambeau	No Implemented (AMHS terminal) / No Implantado (terminal AMHS)	Automated / Automatizado
<b>Guyana</b>	Timehri	Implemented (AMHS terminal) / Implantado (terminal AMHS)	Automated / Automatizado
<b>Panama</b>	Panama	Implemented / implantado (AMHS terminal) )	Automated /Automatizado
<b>Paraguay</b>	Asunción	Implemented (AMHS terminal) / Implantado (terminal AMHS)	Manual Automated at the middle of 2018 /Automatizado a mediados del 2018
<b>Peru</b>	Lima	Implemented (AMHS terminal) / Implantado (terminal AMHS)	Update automation system made at the end of third quarter 2017/ Actualización Sistema automatizado realizado a finales del tercer trimester del 2017
<b>Suriname/Surinam</b>	Paramaribo	Implemented (AMHS terminal) / Implantado (terminal AMHS)	Automated (out of service, working manually) / Automatizado (fuera de servicio, trabajando manualmente)
<b>Uruguay</b>	Montevideo	Implemented (AMHS terminal) / Implantado(terminal AMHS)	Automated / Automatizado
<b>Venezuela</b>	Maiquetia	Implemented (AMHS terminal) / Implantado (terminal AMHS)	Automated /Automatizado (use of converter) / (uso de convertidor) By the end of 2018 it is foreseen a new automation system in Maiquetía ACC/ Para finales del 2018 se estima operación del nuevo sistema automatizado del ACC de Maiquetía



## CARTA ACUERDO OPERACIONAL SUSCRITA ENTRE LA OFICINA AIS/ARO Y LA COMPAÑÍA AEREA JETBLUE

### 1. OBJETIVO

- 1.1 El objetivo de esta Carta Acuerdo, es de establecer los procedimientos relativos a la presentación del plan de vuelo vía AMHS o AFTN, entre la Oficina AIS/ARO (Planeamiento de Vuelo) y la Compañía JetBlue.
- 1.2 Asimismo, detallar la coordinación entre la Oficina AIS/ARO y la compañía Aérea.

### 2. EXTENSIÓN

- 2.1 Los procedimientos contenidos en esta Carta Acuerdo Operacional suplementan o detallan, cuando así se requiera, lo prescrito en la AIC 05/17.

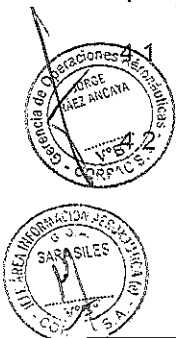
### 3. ENCAMINAMIENTO DE LA PRESENTACION DEL FPL VIA AMHS O AFTN

- 3.1 Este nuevo procedimiento de transmisión del FPL vía AMHS o AFTN, deberá cumplir con lo especificado en el documento 4444 PANS/ATM de la OACI, Capítulo 11, el Apéndice 2 y los formatos correspondientes explicados en el Apéndice 3.
- 3.2 Condiciones adicionales, especificadas en la AIP del Perú parte ENR.1.10 Planificación de vuelos.
- 3.3 Regulación Aeronáutica del Perú – RAP 91
- 3.4 La compañía transmitirá el FPL vía AMHS o AFTN desde su base y será responsable por cualquier demora que pueda ocasionar el rechazo y reenvío de FPL remitidos con errores o por falla de su sistema.
- 3.5 En caso la compañía presentara falla en su sistema, procederá a presentar el formato del FPL en la oficina AIS/ARO correspondiente.
- 3.6 La Compañía JetBlue informa que su dirección AFTN es: KJFKKBUH, el celular de su centro de Operaciones es: 990880184, el celular de Duty Manager es 990880161, Supervisora Srta. Carolina Chu es 951976259 y el celular de Base Principal es 0017187092462, donde se podrán contactar ante cualquier observación del Plan de Vuelo. Asimismo, la compañía podrá comunicarse a la dirección de correo [aislima@corpac.gob.pe](mailto:aislima@corpac.gob.pe) las 24 horas.

### 4. RESPONSABILIDADES DE LA COMPAÑÍA

- 4.1 La compañía presentará el FPL vía AMHS o AFTN a la dirección SPIMZPZX (ACCLIMA) y a las direcciones del aeródromo alterno (ZTZX y YOYX).

La compañía estará en la obligación de presentar a la Oficina de Planeamiento de vuelo sus reprogramaciones y cancelaciones de manera física en caso exista alguna demora en su vuelo o alguna cancelación.





- 4.3 Se aplicaran mensajes ATS que son: FPL, CNL, CHG, y DLA.
- 4.4 La compañía transmitirá de acuerdo al documento 4444 PANS/ATM de la OACI con 1 hora previa al EOBT, y en ningún caso se debe reenviar el FPL.
- 4.5 La compañía transmitirá mensajes normalizados ATS de CNL, CHG o DLA antes de los 30 minutos a su EOBT.
- 4.6 El plan de vuelo que exceda 1 hora después de su EOBT será cancelado de forma automática por el sistema, teniendo que enviar un nuevo FPL.
- 4.7 En caso la aeronave presente problemas técnicos, operacionales o de otra índole, el FPL será inmediatamente cancelado.
- 4.8 Si la aeronave presentara problemas de mantenimiento, la compañía estará en la obligación de cumplir con el procedimiento por la DGAC, según oficio N°0673-2007 MTC/12.
- 4.9 La compañía podrá usar los diferentes medios de comunicación para el intercambio de información con la oficina AIS/ARO, que son los siguientes:

Dirección AFTN: SPJCYOYX

Números telefónicos (511) 2301172  
(511) 2301173  
(511) 978471875

Email: [aislima@corpac.gob.pe](mailto:aislima@corpac.gob.pe)

De estar conforme con lo señalado anteriormente, se dará inicio a la transmisión de planes de Vuelo vía AMHS el día 16 de Diciembre del 2017.

Callao, 14 de Diciembre del 2017

.....  
**Jorge Ruez Ancaya**  
Gerente de Operaciones Aeronáuticas  
CORPAC S.A.

.....  
**Sara Siles La Rosa**  
Jefe del Área de Información Aeronáutica  
CORPAC S.A.

.....  
**Alberto Ortega**  
Manager International Operations  
Flight Operations JetBlue

Se recibió conforme copia igual de documento.

CAROLINA CHU