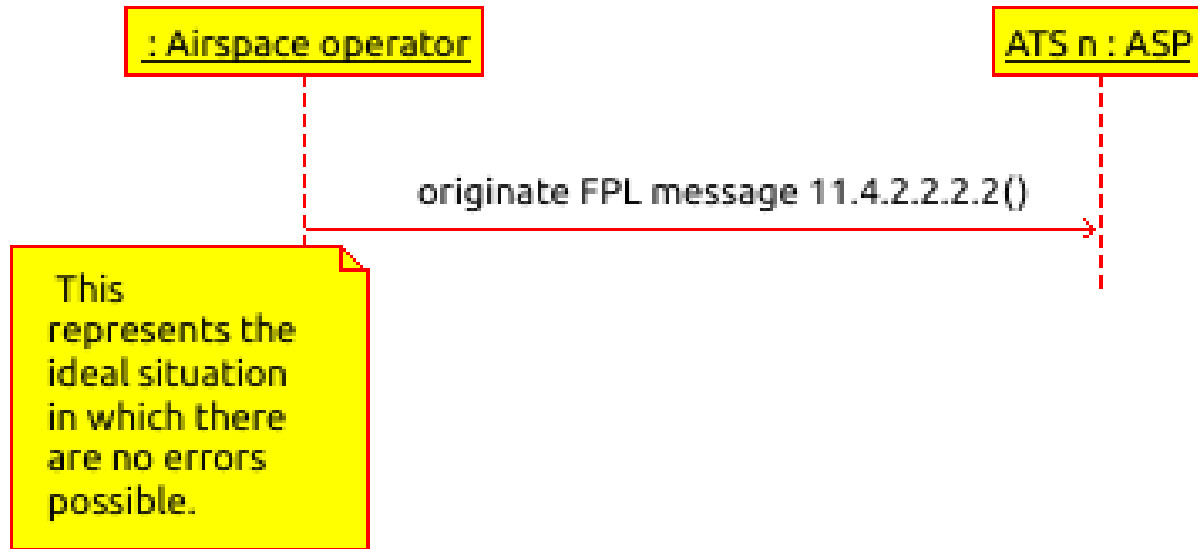


Propuesta Procedimiento Planes de Vuelo

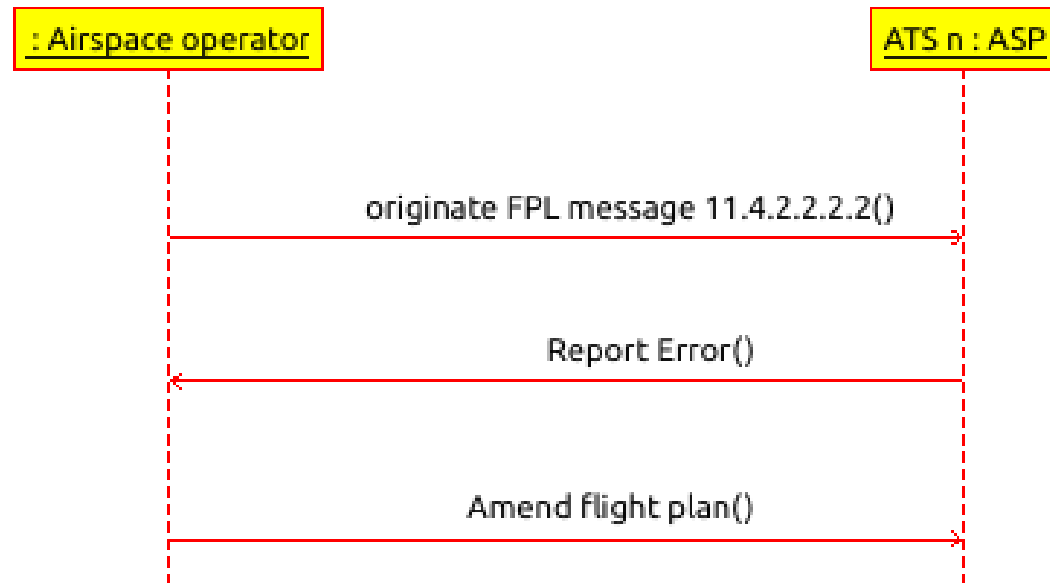
Fernando A. Cassó Rodríguez
Relator Grupo de Monitoreo FPL, ANI/WG
19-04-2018

Ideal situation

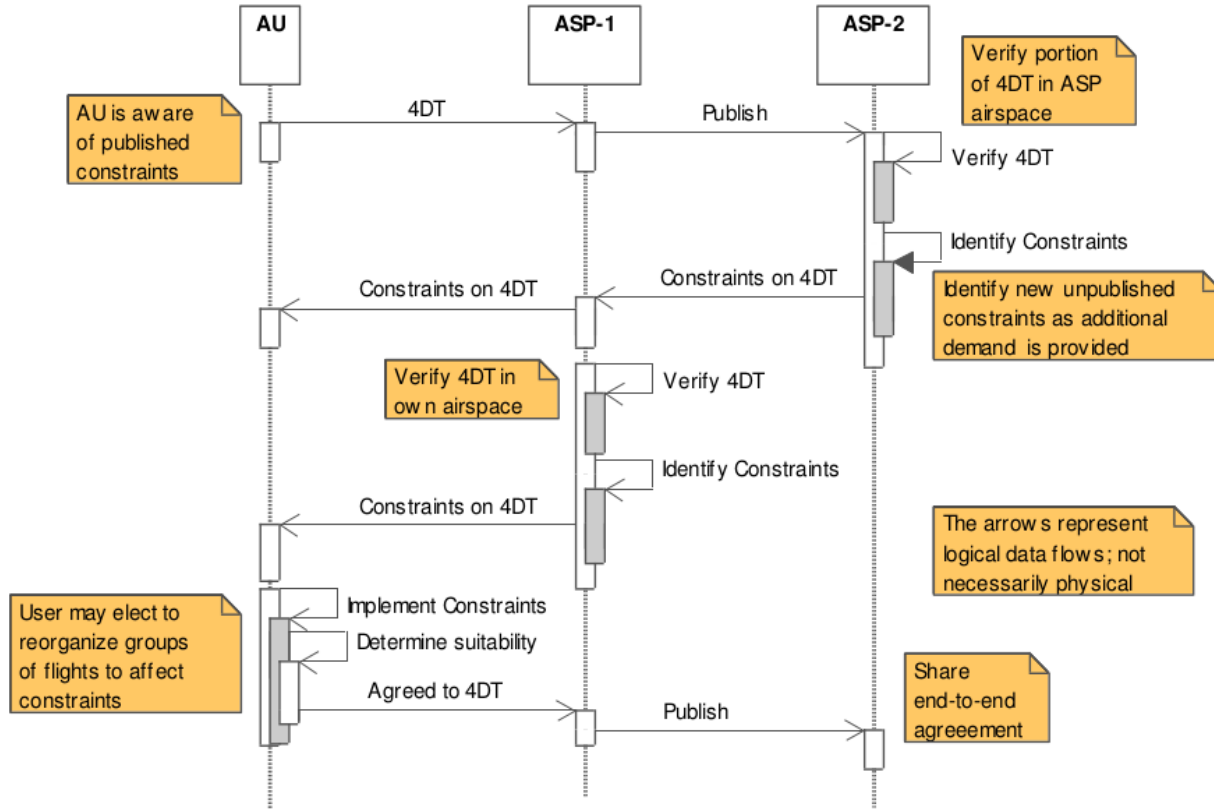


Current situation

In this situation, flight plans are sent to all ATC Centers, and any errors are treated directly with the controllers. This presents considerable risks as the controllers have to deal with unrelated tasks involving reporting and amending errors. In practice, errors are just corrected in the ATC systems and the originating entity is not made aware of the errors.

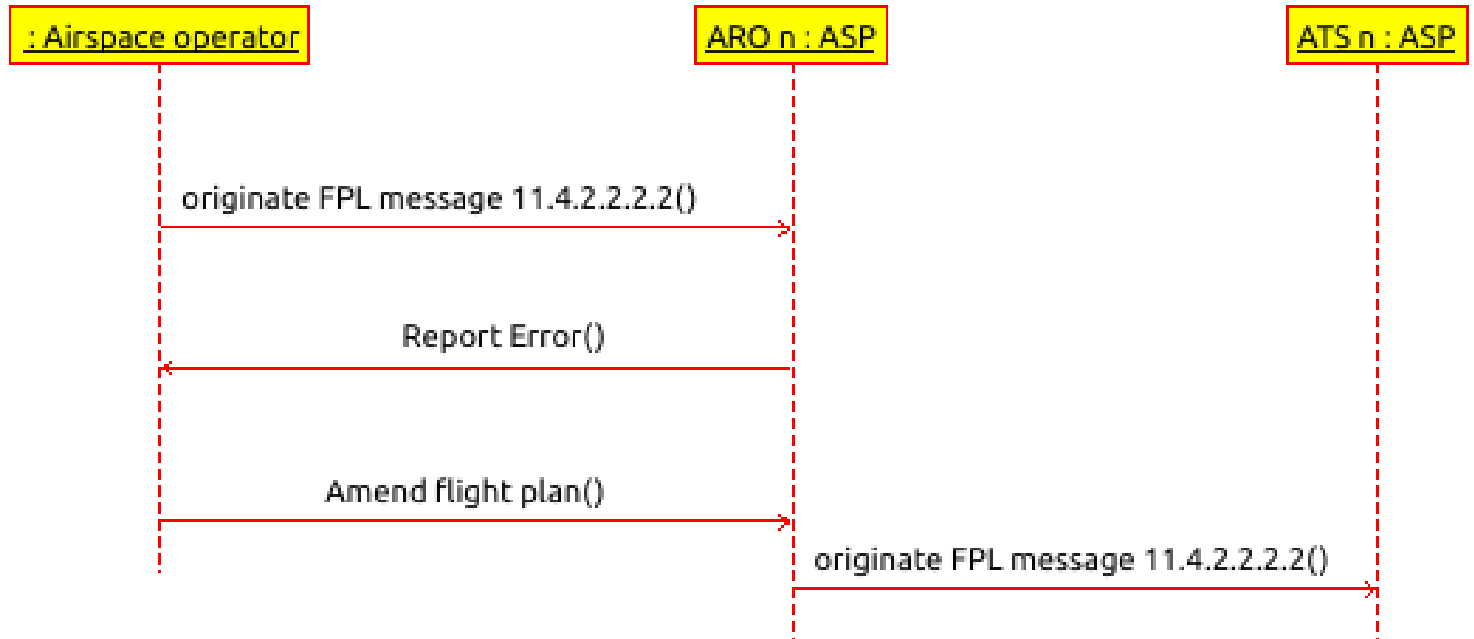


Example from FF-ICE (Doc 9965)



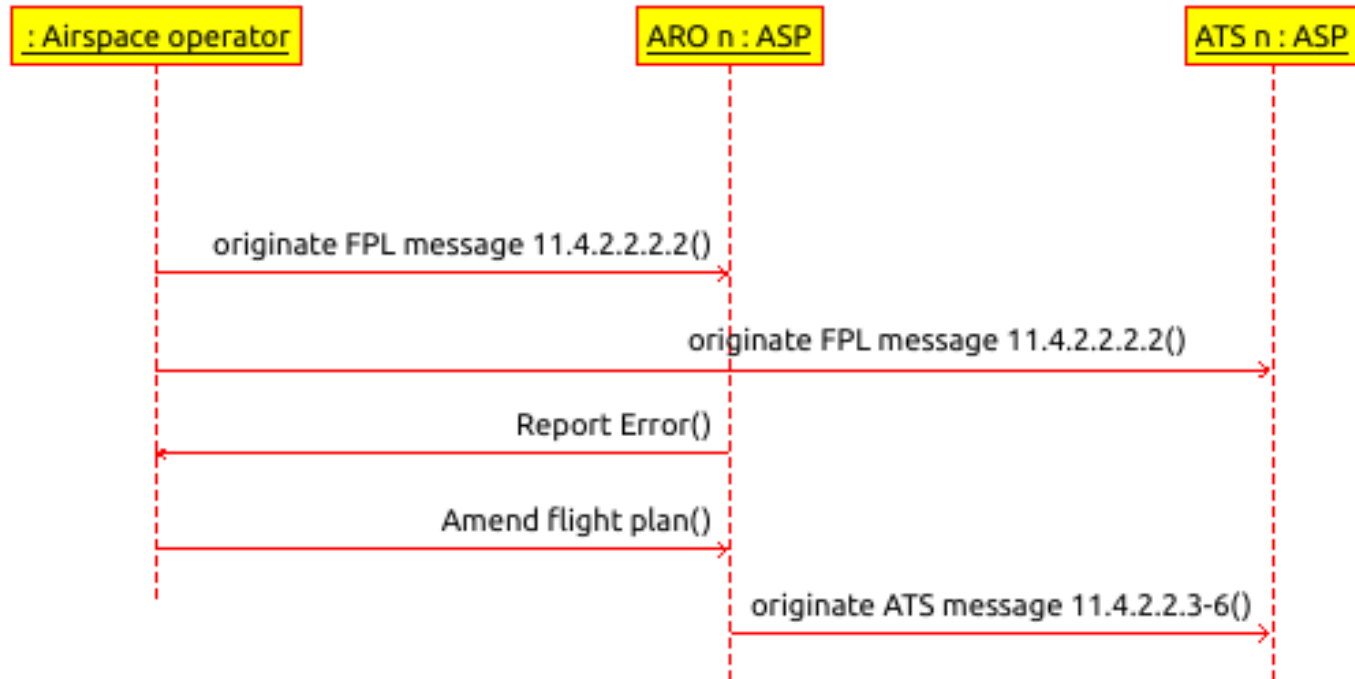
Proposal

This scenario inserts the role of the ATS Reporting Officer to deal with flight plan errors before they get to the ATC Center. These can follow up on errors and discrepancies by AFTN/AMHS, email, phone or whatever. The control center will only see the correct data.

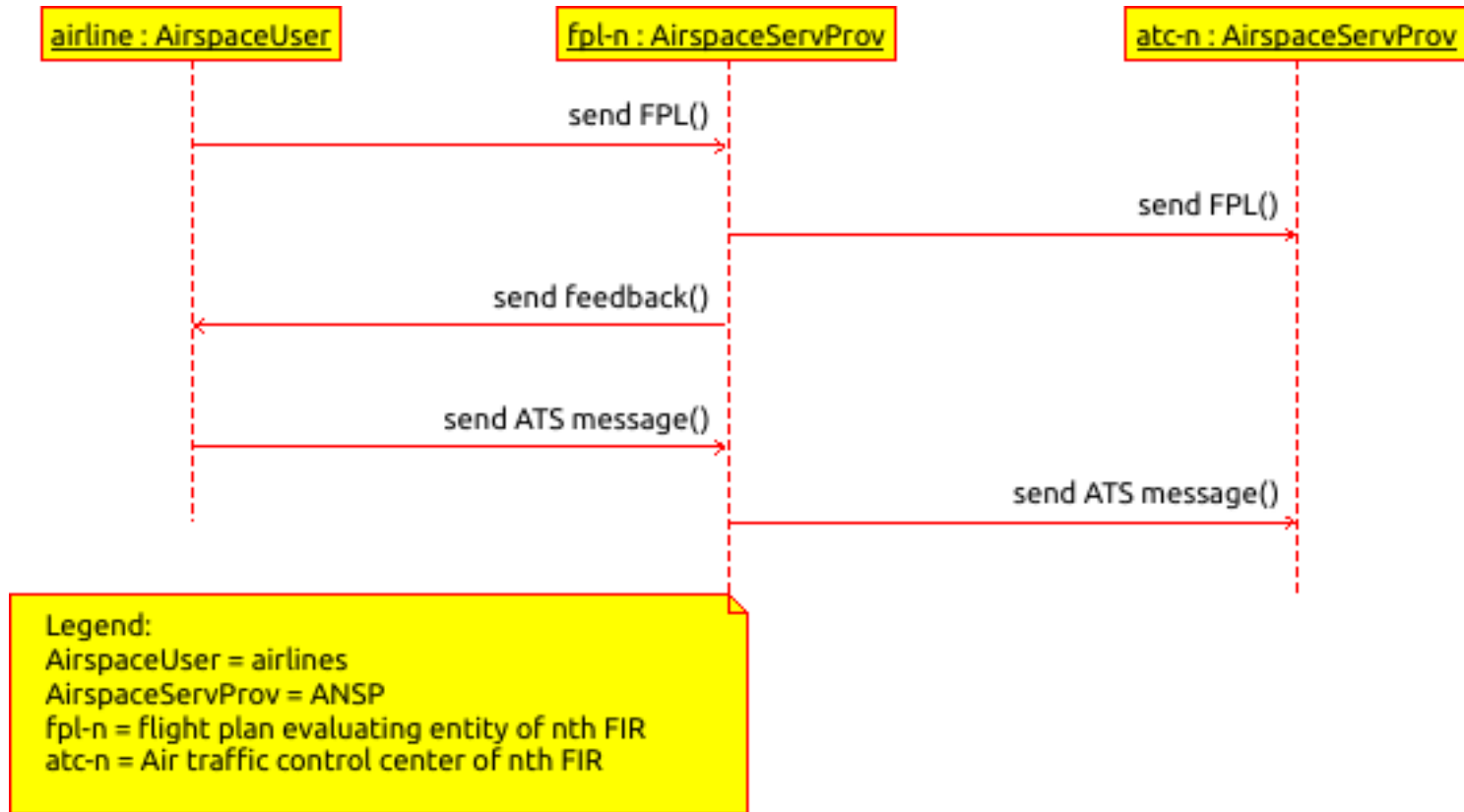


Alternate proposal

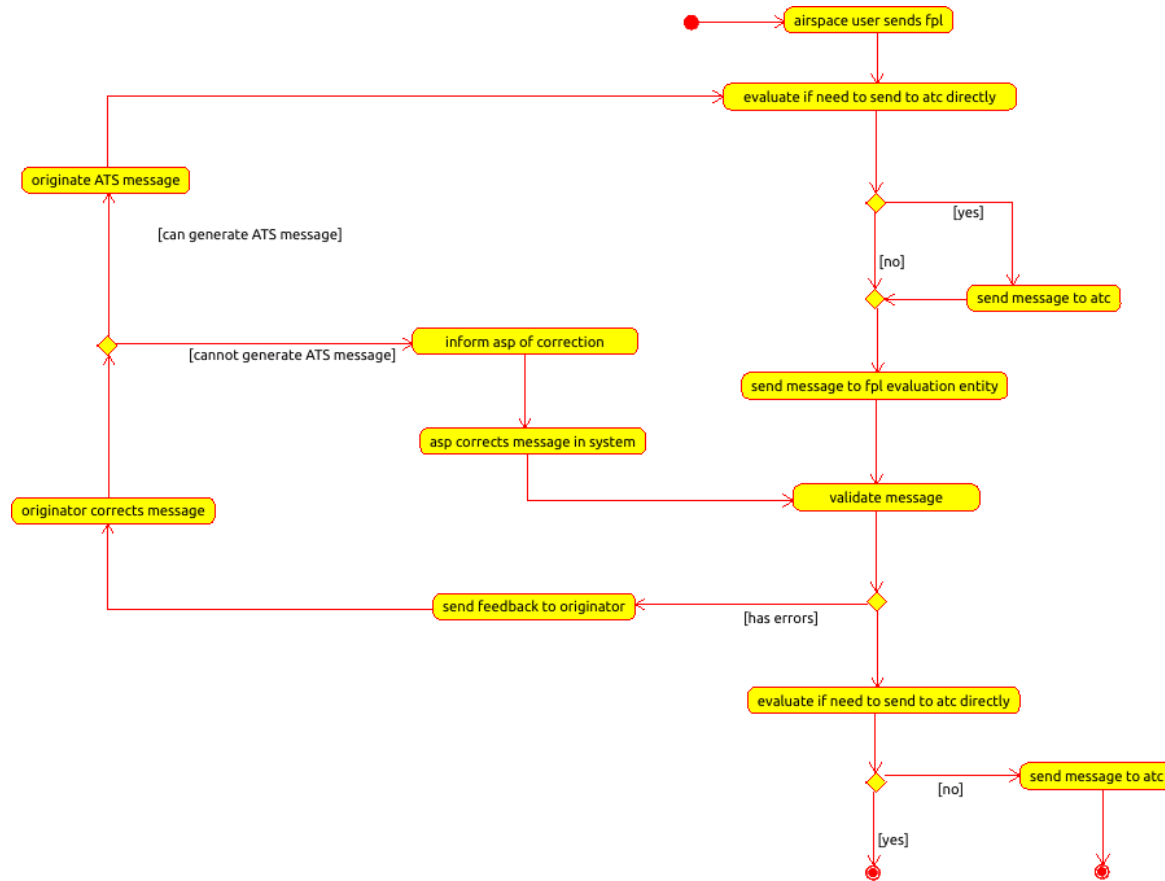
This would be a variation of the previous scenario, in which flight plans are sent to both the Control Center and the ARO. This will take some of the burden off the ARO, as all flights do not have to be explicitly sent by them to the control center. When there is an error, it is treated and the amendment sent to the control center.



Final proposal (high level)



Combined proposal (detailed)



Notes

- ATC system ends with only correct information.
- Submission to ATC system could be automated or not, depending on the capabilities of the messaging system.
- Messaging system should be in sync with FDP (error detection should be as similar as possible).
- Any management issue is done with originator of message, without regard to if it is automated or not.
- Verification of arrivals, departures and overflights done before the critical moment of flight initiation.