


Delta Air Lines

ICAO FPL Planning and Filing



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The planning of a flight always has safety as the number 1 priority.

A dispatcher is required to check NOTAMS, weather, MEL's (inoperative aircraft components) and among other items, in the preparation of a flight plan, which includes the ICAO FPL filed with ATC, as well as the release and flight plan information provided to the flight crew.

A number of tools are available and used by the FAA licensed Aircraft Dispatchers in the planning of the flight plan, including the Flight Planning System, Flight Following/Tracking tools, and numerous support items for NOTAMS, weather, etc..

Flight Planner

File Flight Route Aircraft View Tools Help

Compute Save WIP Send

0150 LIM-ATL

Flt/Dt Ship Orig Dptr ETD Dest Arvl ETA Arvl Var DP Block SCFN/A Hold TmTGAF TNKR Taxi Sar Max FL

0150/17 1817 SPJC 0605 0605 KATL 1300 1255 -0.05 7A FOB 97800 SCFN/A 5 12226 0 19

Compute

Prim Sec Tkof CAT 2 CAT 1 Pax Cargo SCF Remark

KMGE 240 39550 NONE

- D581/17 12NOV1203Z-UFN
ATTEMPT EARLY DEP AND COORDINATE WITH SENIOR/LIM
OPS/SOM FOR LATE DEPARTURES DURING LIM RWY CLOSURE
NOTAM A1303/17 //PER BOB OBERSTAR//RB12NOV17

CDR Playbook NON-EQPD Performance VCI ECON ICAO

Lock	Status	Map	ID	Cost	Burn	Brn Diff	Trip Tm	ETA	Arvl Df	Init FL	Comments	Status	Scenario
<input checked="" type="checkbox"/>		<input type="checkbox"/>	.GEN.0.U-LOCK.4	0	84336		06:23	12:55	-0.05	300	B43	<input checked="" type="checkbox"/>	Initial
<input type="checkbox"/>		<input type="checkbox"/>	.GEN.0	32	84436	100	06:23	12:55	-0.05	300	B43	<input type="checkbox"/>	Current
<input checked="" type="checkbox"/>		<input type="checkbox"/>	.CAN.2	335	85274	937	06:26	12:58	-0.02	300	12W - SPECIAL B43	<input type="checkbox"/>	
<input checked="" type="checkbox"/>		<input type="checkbox"/>	.CAN.31	596	85473	1136	06:27	12:59	-0.01	300	MKJKW2 - SPECIAL B43	<input type="checkbox"/>	
<input checked="" type="checkbox"/>		<input type="checkbox"/>	.GEN.CAN.0	672	86383	2046	06:29	13:01	0:01	300	10E - SPECIAL B43	<input type="checkbox"/>	

Route Strip

SPJC SLS6G SLS DCT TRU UL780 TBG UL465 ARNAL DCT GCM UG448 IKBIX DCT TADPO DCT RSW DCT LAL DCT TAY DCT LARZZ JJEDI2 KATL

SPJC/FL300/TORIL/FL320/TADPO077/FL330/RSW/FL320/LARZZ/FL280/NEWHP/FL260/DTSTR/FL160/WOKIE/FL140/JJEDI/FL120/DAFII/FL080/POOBA/FL070

Waypoint	Country	Type	Airway	FL	Req FL	GMT Time	CI	IAS	Mach	Characteristics
SPJC			SLS6G	0		06:24	50	0	0.000	OVW, RVS, 10S, On SID: SLS6G-Trans:SLSSPV; OVW, RVS,...
EGUNO	SP	W	SLS6G	113		06:32	50	0	0.713	OVW, RVS, 10S, On SID: SLS6G-Trans:SLSSPV; OVW, RVS,...
SLS	SP	V	DCT	185		06:36	50	0	0.800	CL1, OVW, RVS, 10S, On SID: SLS6G-Trans:SLSSPV; CL1, O...
TOC Marker			DCT	300		06:44	50	340	0.795	
SLS106	SP		DCT	300		06:49	50	302	0.800	CL1, OVW, RVS, 10S, CL1, OVW, RVS, 10S,
TRU	SP	V	UL780	300		07:03	50	302	0.800	CL1, OVW, RVS, 10S, CL1, OVW, RVS, 10S,
TRU108	SP		UL780	300		07:16	50	302	0.800	CL1, OVW, RVS, 10S, CL1, OVW, RVS, 10S,

Summary
Preview
Ship
Route
Fuel
Notams/Wx
ETOPS
Driftdown

Ready 04:45 GMT

Although airlines use different Flight Planning Systems, the end results are similar in that routes are prepared, and weight and balance data is checked, to ensure a safe and economical flight plan. Information used in the Flight Planning Systems are typically maintained in a DataBase per state AIP information.

Friday, April 18, 2018

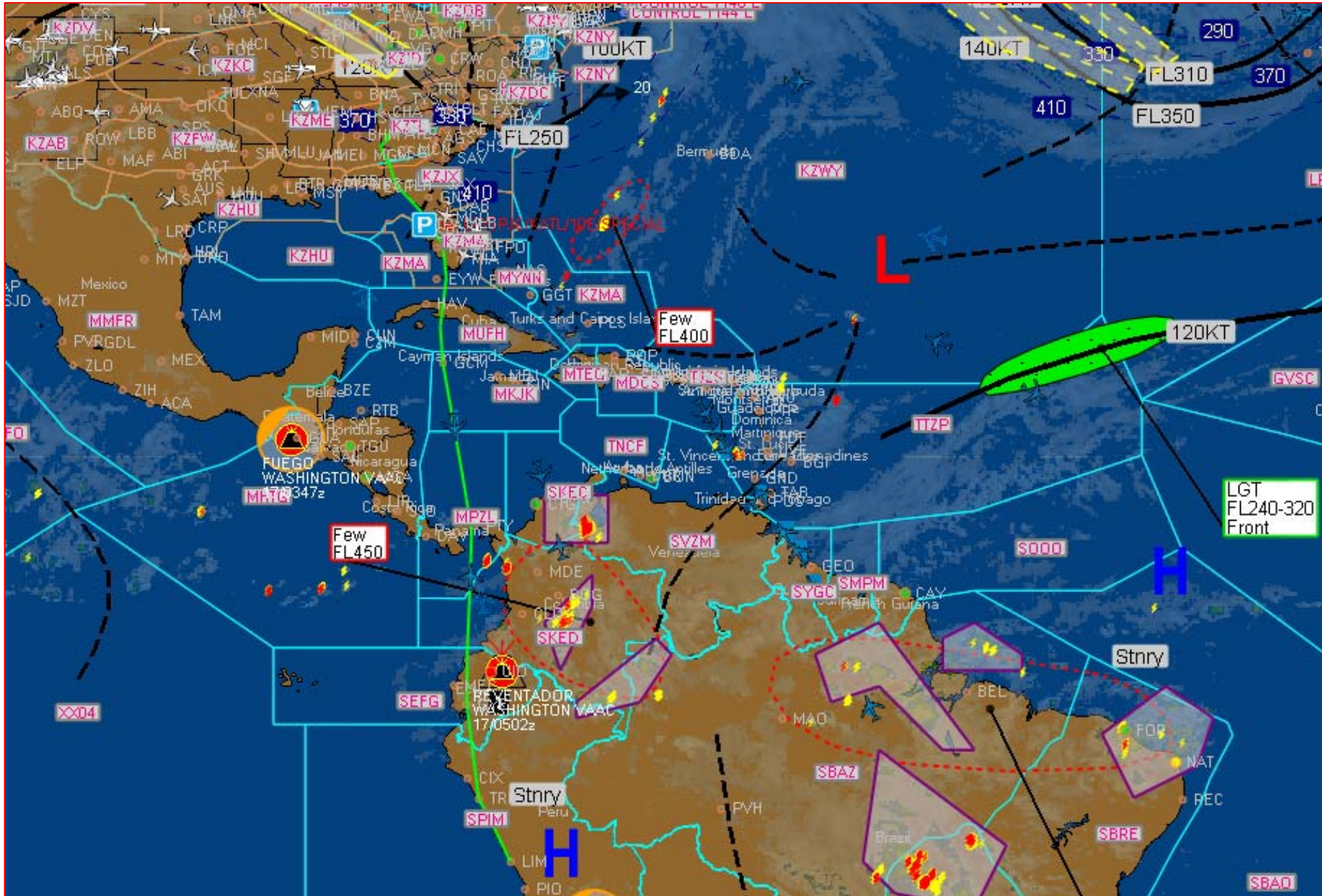
The screenshot displays the Flight Planner application window. At the top, the title bar reads "Flight Planner" and the menu bar includes "File", "Flight", "Route", "Aircraft", "View", "Tools", and "Help". A toolbar contains icons for home, refresh, and a "Compute" button. The main window shows a flight plan for "GEN.CAN.0" with various parameters: 672, 86383, 2046, 06:29, 13:01, 0:01, 300, and 10E - SPECIAL B43. The interface is divided into several sections:

- MEL/Ship NOTAMS:** A list of MEL items for ship number 1817, including performance corrections and landing light issues. A "Show MEL Item List" button is present.
- Ship Information:** Details for ship number 1817, aircraft type B767-432ER, engine type CF680C2B8F, passenger capacity 246, VHF network SITA, and fans 1/A equipped.
- Aircraft Capabilities:** Checkboxes for ACARS, RNAV (Dptr / Arrvl), RNAV (Enroute), SATCOM - VOICE, and SATCOM - DATA. Radio buttons for FMS, HF, and ADS Type are also shown.
- Performance:** Input fields for Max FL, Mach Limit, IAS Limit, SAR Penalty, and Enroute Driftdown Penalty. Radio buttons for APU settings and Buffet Factor are included.
- Summary Panel:** A vertical sidebar on the right with buttons for Summary, Preview, Ship, Route, Fuel, Notams/Wx, ETOPS, Driftdown, Remarks, Weights, Errors, AWABS, Constraints, and Redispatch.

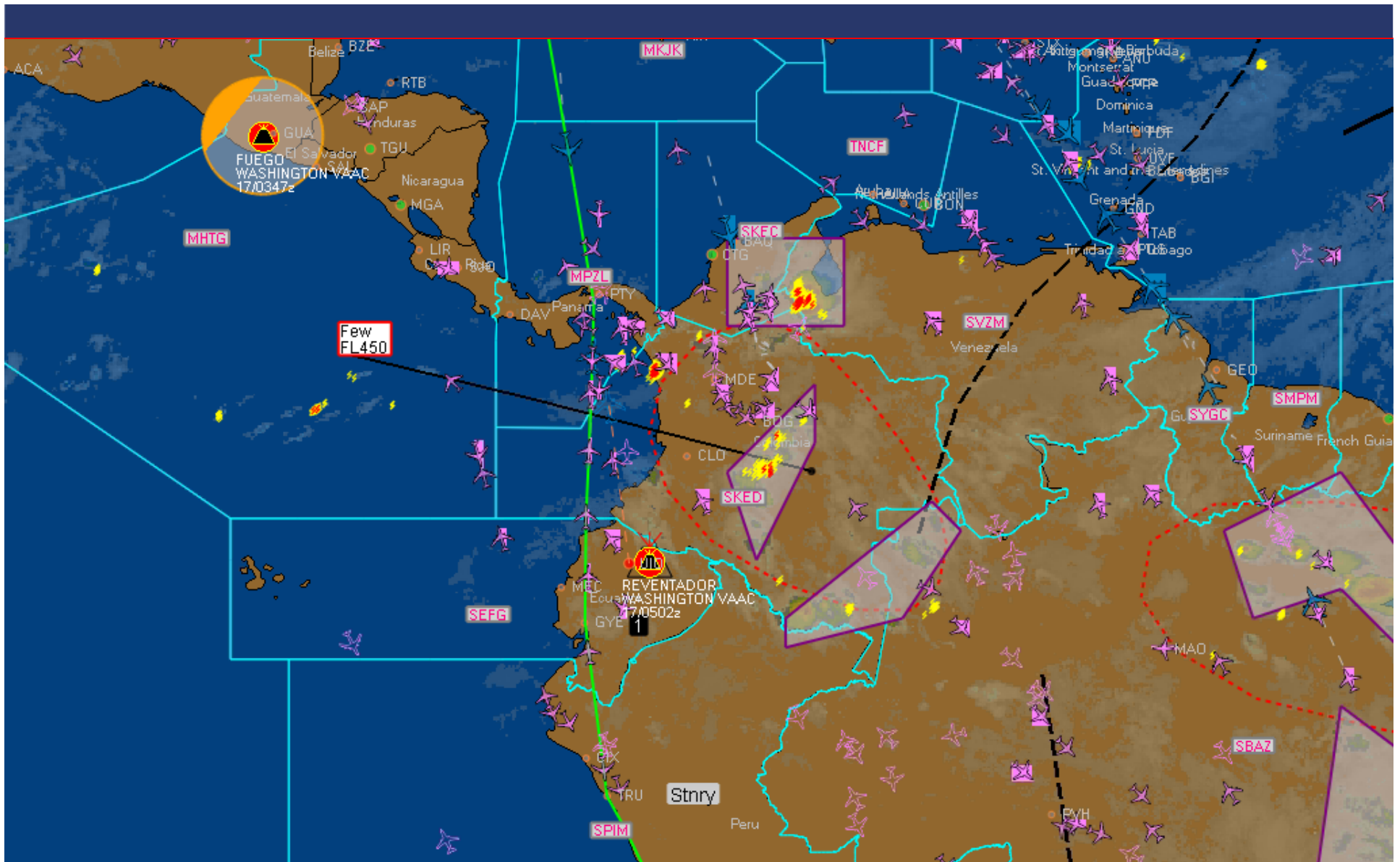
The status bar at the bottom indicates "Ready" and "05:03 GMT".

Aircraft data fed into the Flight Planning Systems is also maintained within the Airline's aircraft database to reflect the capabilities of those aircraft. When a flight plan is created, the capabilities and equipment codes will be reflected on the ICAO FPL.

Friday, April 18, 2018



Most, Friday, April 13, 2018
 Most flight operators have a Flight Following tool to track flight progress, as well as weather & turbulence, forecast weather, Warning/Restricted areas, Volcanoes, etc.. Routes overlay the map for a visual idea of FIRs



In addition to Company aircraft, a dispatcher can overlay the flight following map with other airlines for situation awareness. By mousing over the aircraft icon - the airline, city pair, aircraft type, FL, etc. can be determined.

Friday, April 18, 2018

16APR0435 2D1127 FPL
015016LIMATL

DFE

IFF SPIMZQZX SEFGZQZX SKEDZQZX MPZLZQZX MKJKZQZX MUFHZQZX
MUFHZRZQ KZMAZQZX KDENXLDX

160435 KATLDALQ

(FPL-DAL150-IS

-B764/H-SDE2E3FGHIJ3J5M1P2RWXYZ/LB1D1

-SPJC0605

-N0490F300 ISRE1F ISREN UL780 BUXOS DCT TBG/N0489F310 UL465

ARNAL/N0488F320 UL465 GCM UG448 IKBIX Y183 PEAKY/N0482F330

DCT RSW/N0482F340 DCT LAL DCT FAGAN DCT TAY/N0488F330 DCT

LAIRI DCT LARZZ JJEDI2

-KATL0610

-PBN/A1B1C1D1L1O1S1T1 NAV/RNVD1E2A1 SUR/RSP180 DOF/180416

REG/N829MH

EET/SEFG0106 SKED0150 MPZL0217 MKJK0330 MUFH0408 KZMA0438

KZJX0509 KZTL0538

SEL/QSHM CODE/AB5365

RMK/AGCS TCAS II EQUIPPED)

Once all considerations (weather, NOTAMS, aircraft capability) have been analyzed, the ICAO FPL will be displayed and reviewed prior to sending via the AFTN messaging system. The Flight Planning System will take into account inop items (such as Auto Pilots inop) to automatically adjust the ICAO FPL with the removal of the appropriate equipment codes, as well as flight levels if required.

Once an ICAO FPL has been sent by the Airline Dispatcher, we would like to know as soon as possible whether this flight plan is valid or not (ACK or REJ).

We often find out near the proposed departure time when the crew sends an ACARS datalink message to the dispatcher advising that ATC has no FPL on file. A dispatcher may then just re-file the original ICAO FPL. This may result in multiple ICAO FPLs without correcting the problem.

17APR0006 000000 FPL
214416ATLMCO

DFF KZTLZQZX

IFF KDENXLDX

170006 KATLDALQ

(FPL-DAL2144-IS
-A321/M-SDE2E3FGIJ4RWYZ/LB1
-KATL0055
-N0461F330 SMLTZ2 WALET DCT OTK PIGLT4
-KMCO0057
-PBN/A1B1C1D1O1S1T1 NAV/RNVD1E2A1 REG/N303DN
EET/KZJX0019 KZMA0057
SEL/MQBS CODE/A32ACF)
>

17APR0006 000000 RTA
QU ATLFPDL
.CHIXCXA 170006
FF KATLDALQ

170006 KZCTZQZX

ACK FPL KZTL DAL2144 KATL 0055 KMCO

An example of the acknowledge message (ACK) as received by the FAA within the U.S. The date/time stamp with the ACK is very closely associated with the date/time stamp as sent by the Airline's Operations Center.

QU OCCESDL
.CHIXCXA 162122
FF KOCCDALS
162122 EUCHZMFP
-TITLE REJ -MSGTYP IDEP -FILTIM 162122 -ORIGINDT
1804162122
-BEGIN ADDR
 -FAC KOCCDALS
 -FAC KZTLZRZX
-END ADDR
-COMMENT THIS MESSAGE HAS BEEN REJECTED
AUTOMATICALLY
-ERROR EFPM220: NO EXISTING FILED FLIGHT PLAN
MATCHES THIS MESSAGE
-M
SGTXT (DEP-DAL130-KATL2120-EDDM-0)
162122
RES 1794

QU OCCESDL
.CHIXCXA 170035
FF KOCCDALS KATLDALQ
170035 EUCHZMFP
-TITLE ACK -MSGTYP IFPL -FILTIM 170035 -ORIGINDT 1804170035
-BEGIN ADDR
-FAC KOCCDALS
-FAC KATLDALQ
-END ADDR
-IFPLID AA00448104
-MSGTXT (FPL-DAL84-IS
-A333/H-SDE2E3FGHIJ3J5M1P2RWXYZ/LB1D1
-KATL0325
-N0485F350 PLMMR2 SPA Q6
0 JAXSN DCT CREWE DCT ENO J191 RBV DCT
RIFLE DCT YAHOO/N0483F370 DCT VITOL N45D RAFIN/M082F380 NATV
OMOKO/M082F380 NATV GUNSO/M082F380 DCT RATKA/N0464F390 N502 PIKOD
UN502 JSY UY111 INGOR/N0465F380 UM25 LUKIP
-LFPG0741 LFPO
-PBN/A1B1C1D1L1O1S1 NAV/RNVD1E2A1 SUR/RSP180 DOF/180417 REG/N814NW
EET/KZDC0037 KZNY0114
KZBW0120 KZWY0155 CZQM0215 CZQX0252 KZWY0255
CZQX0321 EGGX0501 EGTT0643 SEL/FMCL CODE/AB1979 IFP/MODESASP
ORGN/KATLDALQ RALT/CYYT LPLA EGCC RMK/ADSB AGCS TCAS II EQUIPPED NRP
USA)
170035

Friday, April 18, 2018

RES 1041

ODT1 7D - 0100Z Total Flts: 25

File View Duty Roster Reports Help

ACTIVE ALL PRE ACTIVE

Duty Roster Weather Gates

IND	Flight	Ship	Day	Orig	D...	Dptr T...	Latt	A...	Crew Block	Crew Duty	Status	Block	Hold	TGAF	Pr...	Se...	Max...	Plan Payload	Payload	WDR	FPE	FPS Ind.	Rls	Disp...	Dptr Var	Arr Var
902	690	20	SJO	ATL	1302A		1653A				Taxi In :14	38.0	:30	8.0				PO 196P - ...	187A - 8.8A	SENT	1030A	CT	1	7D	00:02	-00:14
703	3248	20	ATL	BZE	1400A		1704A				Complete	27.0	:30	9.4	SAP			146P - 0.0P	145A - 0.0N	SENT	1132A		1	7D	-00:02	-00:12
872	3727	20	ATL	SAL	1357A		1714E				AMIDA/1621/+1.6/360	30.0	:28	9.6	SAP			160P - 0.1P	136A - 0.1A	SENT	1134A	CT	1	7D	-00:07	-00:37
575	3165	20	ATL	SAP	1406A		1715E				ESTIR/1630/-0.1/350	27.0	:26	8.8	SAL			120P - 0.0P	98A - 0.0N	SENT	1120A		1	7D	00:16	-00:03
392	3731	20	PTY	ATL	1309A		1708A				Taxi In :00	31.0	:23	6.3				159P - 1.5P	154A - 1.6A	SENT	1045A	STD	1	7D	-00:06	-00:12
370	3265	20	MGA	ATL	1344A		1723E				DENGU/1527/-0.2/360	30.0	:32	6.2				PO 157P - ...	151A - 2.4A	SENT	1105A		1	7D	00:09	00:05
849	3603	20	ATL	TGU	1415A		1724E				BRNOS/1658/+0.8/400	25.6	:52	9.3	SAP			93P - 0.0P	89A - 0.0N	SENT	1147A		1	7D	-00:02	-00:36
910	3610	20	GUA	ATL	1359A		1726E				LEV/1619/+0.5/410	23.6	:32	5.7				124P - 0.8P	124A - 0.8A	SENT	1130A		1	7D	-00:01	-00:03
353	3821	20	ATL	LIR	1355A		1735E				MANOR/1641/+1.1/350	36.0	1:19	13.4	MGA			177P - 0.0P	168A - 0.0N	SENT	1121A		1	7D	00:04	-00:15
904	6700	20	ATL	GUA	1426A		1742E				AXIMA/1652/+0.3/350	35.5	:40	12.3	SAL			199P - 0.4P	185A - 0.4A	SENT	1200A		1	7D	-00:04	-00:23
900	695	20	ATL	SJO	1405A		1747E				BONOS/1644/+0.5/370	42.0	1:12	15.1	LIR			198P - 0.9P	191A - 0.9A	SENT	1127A		1	7D	00:08	-00:18
1392	6703	20	GUA	LAX	1258A		1841E				PELIN/1627/+0.5/380	48.4	:35	8.0				PO 199P - ...	191A - 0.8A	SENT	1030A	CT	1	7D	-00:02	00:21
962	3752	20	SAL	LAX	1407A		1954E				CDR/1646/+1.0/341	40.6	:32	5.9				PO 160P - ...	152A - 0.6A	SENT	1145A	DD, CT	1	7D	-00:08	00:04
1396	680	20	SJO	LAX	1401A		2025E				MTT/1603/-0.5/360	56.2	:30	7.6				PO 169P - ...	163A - 0.0A	SENT	1125A	CT	1	7D	00:06	00:05

IND	PP	Flight	Ship	Orig	Dest	Day	FPE	▲ Dp...	Dpt...	Arr Tl...	Arr Var	Crew Block	Crew Duty	Disp ID	Block	Hold	TGAF	Pri...	Sec...	WDR	Status	Max...	Latt	Payload	Plan Payl...	FPS Ind.	Rls
504		3165	SAP	ATL	20	1548A	1818S			2140E	00:05			7D	26.4	:35	6.1				Strip Sent			124S - 2.4S	132P - 2.4P		1
374		3727	SAL	ATL	20	1621A	1851S			2234E	00:05			7D	28.2	:35	6.5				Strip Sent			144S - 2.3S	160P - 2.3P		1
356		3821	LIR	ATL	20	1635A	1905S			2308E	-00:01			7D	32.4	:35	6.9				Strip Sent			174S - 5.4S	180P - 5.4P		1
552		3603	TGU	ATL	20	1650A	1920S			2257E	00:07			7D	23.5	:35	5.8				Strip Sent			110S - 2.2S	110P - 2.2P		1
I		906	6700	GUA	ATL	20	1650A	1920S		2249E	-00:01			7D	32.8	:34	8.2				Strip Sent			198S - NR	PO 199P - ...		1
151		1817	ATL	LIM	20	02:12	2138E		-00:...	0423E	-00:12			7D							Pre-Release			232E - 19.1E			
909		3608	ATL	GUA	20	02:12	2150S			0130S				7D							Pre-Release			102E - 0.1E			
981		6712	ATL	BOG	20	02:14	2152S			0244S				7D							Pre-Release			167E - 1.3E			
673		6702	ATL	UIO	20	02:33	2211S			0335S				7D							Pre-Release			187E - 0.4E			
325		679	ATL	SJO	20	02:34	2212S			0213S				7D							Pre-Release			182E - 0.4E			
146		1601	SCL	ATL	20	04:02	2340S			0930S				7D							Pre-Release			0E - 0.0E			

Events FAM/FDM Alerts Remarks

Event Time	Flight	Orig	Remarks
20 Apr 16:50	0910	GUA	ETA of 20APR 13:26 [20APR 17:26 GMT]
20 Apr 15:24	0910	GUA	ETA of 20APR 13:29 [20APR 17:29 GMT]
20 Apr 14:34	0910	GUA	ETA of 20APR 13:31 [20APR 17:31 GMT]
20 Apr 14:13	0910	GUA	ETA of 20APR 13:32 [20APR 17:32 GMT]
20 Apr 14:13	0910	GUA	OFF at 20APR 08:13 [20APR 14:13 GMT]
20 Apr 13:59	0910	GUA	ETA of 20APR 13:33 [20APR 17:33 GMT]
20 Apr 13:59	0910	GUA	OUT at 20APR 07:59 [20APR 13:59 GMT]; PAX DOOR CLG...
20 Apr 13:50	0910	GUA	FuelWtsClseoutEvt--Fuel Weight Closeout: Fuel Bos...
20 Apr 13:50	0910	GUA	PsgrClseoutEvt--Passenger Closeout: First: 0 Busi...
20 Apr 13:50	0910	GUA	CrgoClseoutEvt--Cargo Closeout: Cargo 820 lbs; B...
20 Apr 13:49	0910	GUA	CrgoClseoutEvt--Cargo Closeout: Cargo 820 lbs; B...
20 Apr 13:49	0910	GUA	PyldPngLngEvt - Type:GRS; Snapshot:Y; Psgr:124; ...
20 Apr 13:49	0910	GUA	Final Weight Data Record at 20APR 07:49 [20APR 13:...
20 Apr 13:49	0910	GUA	PyldPngLngEvt - Type:AWBS; Snapshot:Y; Psgr:124; ...
20 Apr 13:22	0910	GUA	ETA of 20APR 13:24 [20APR 17:24 GMT]
20 Apr 13:22	0910	GUA	ETD of 20APR 07:50 [20APR 13:50 GMT]
20 Apr 13:20	0910	GUA	Boarding Started at 20APR 07:20 [20APR 13:20 GMT]
20 Apr 12:06	0910	GUA	PyldPngLngEvt - Type:LIE; Snapshot:Y; Psgr:122; ...
20 Apr 11:58	0910	GUA	PyldPngLngEvt - Type:LPE; Snapshot:Y; Psgr:124; ...

Flt Plan Addl Arnts Flt Following Conx Ship Bot Pilot Flt Att M.F.I.

910/20	GUA-ATL	A/C 3610	DLCK RTE	CAN IAND	PAX 124	LWT 125042				
RPT	Posn	PInd Tm	Rptd Tm	Tm Diff	PInd Fuel	Rptd Fuel	Fuel Diff	PInd FL	Rptd FL	FL
	GUA	1400	1413R	00:13	21.6	21.6		165		
	RAB	1420	1420		20.5	20.5		272		
	BIBES	1429	1429		20.1	20.1		326		
R	MAVAL	1436	A 1434	-00:02	19.2	A 20.2	+1.0	390	380	
	NALDA	1441	1439		18.6	19.6		390		
	UKDRO	1442	1440		18.6	19.6		390		
	AXIMA	1456	1454		17.4	18.4		390		
	MID.1	1509	1507		16.3	17.3		390		
	MESNA	1518	1516		15.6	16.6		380		
	MEDIR	1521	1519		15.3	16.3		380		
R	BETAS	1525	A 1523	-00:02	15.0	A 15.5	+0.5	380	380	
	TABSA	1532	1530		14.3	14.8		380		
	KEHLI	1538	1536		13.7	14.2		380		
	ALGAE	1554	1552		12.4	12.9		380		
	DOLPH	1611	1609		11.0	11.5		380		
R	LEV	1619	A 1619		10.4	A 10.9	+0.5	380	410	

An important flight watch tool used by Delta Air Lines is the above, which includes all flights worked by a specific dispatch desk. It can be sorted by active flights vs. non-active flights. This tool will allow a dispatcher to see if his/her flights are going according to plan (fuel burn, routes, flight levels, arrival times, etc.). For example, the above highlighted flight DAL910 GUA-ATL is over LEV at 1619Z, +0.5 (indicating 500 lbs. above flight plan fuel), & at FL410. A more comprehensive comparison of flight plan vs. actual is in the lower right screen for that flight.

Friday, April 18, 2018

12

Over the last few months, ZHU has had numerous DAL flights from Honduras and South America with routing discrepancies. Sometimes the pilot (most often) will have direct routings starting at HRV and continue direct to various points all the way to ATL. The computer flight plan, however, will have either HRV.J37.ATL or HRV.J37.SJI..SHYRE.HOBTT2.ATL. In either case, it is not reflective of what the pilot is flying.

Other times, it will be the reverse. We will show direct fixes and the pilot will respond he was cleared via the arrival or via j37 to ATL.

What is consistent is that numerous times a week, the pilots are reporting flying different routes than the computer system for the NAS shows. We have been catching them I believe for the most part, but this is a significant issue for our facility, as we have to verify each flight to ensure accuracy and prevent a deviation.

When queried, the pilots typically respond that they were “**cleared as filed**” from the departure airport. This makes me think that maybe their FMS has incorrect or old data. Another possibility is somewhere along the way, the wrong flight plan is activated by a foreign facility. What makes this hard to catch is the incorrect routes are only in ZHU/ZTL airspace. They are correct south of our facility.

I currently only have one example in front of me, but I can get more. The latest was:

DAL552 MHTG to ATL. APRIL 4, 2018

We showed entering our airspace A770.LEV.J31.HRV.J37.KATL.

Pilot was cleared as filed and had A770.LEV.J31.HRV.J37.SJI..SHYRE.HOBTT2.KATL

An example of feedback (email) from KZHU concerning inconsistent flight plans passed on which differed from what Delta Air Lines had filed.

Friday, April 18, 2018

Thank you

Friday, April 18, 2018

14