

FPLs Processes

IATA

Progress up to
date

REJ/ACK

DEST ALTN

ITEM 19

Filing

APR 2018

Filing



Paper

Internet

RPLs

AFTN
AMHS

Safety
events

Current situation



Similar AIP publications but different procedures



Non official requests (AFTN addresses, ATS routes, etc.)



2 potential sources or FPLs (airlines or ANSPs)

Paper

- Manual process - "transcribe" the message into the AFTN/AMHS
 - Requires a middle person (airline / ANSP)
 - Main problem - Human factor
- ATS unit not the source of information
- If another ANSP have a REJ this will require the ARO to contact the airline. (unnecessary workload)
- AROs dont have the updated information of AFTN addresses - AIPs - Tactical information of far FIRs to validate the FPL outside their FIR.
- item 19 in format have outdated information for SAR

**Positive
points**

**Negative
points**

POSITIVE

Cheapest option = No need of automation in airlines

NEGATIVE

- Potential unintended errors (human factor)
- Airlines local representatives that deliver FPLs, may not be a operational person (dispatcher, pilot) and, may not have the same level of tchnical information as the FPLs from the OCCs.
 - Analogy: mail (legacy) vs email
- Validation could only be performed at own FIR
- Do not take advantage of current available technology invested by airlines
 - Airlines DBs (error mitigation) are not fully utilized here
 - Airlines are the owners information (originates the FPL information)

Web FPL

- Not connected to airlines DBs
- Could only validate the information for the ANSP FIR
- Manual typing process might lead to errors

Positive

Negative

POSITIVE

- could be considered as a contingency alternative
- could improve the paper filing errors for operators that **have no** DBs (GA, state flights, etc.)

NEGATIVE

- Dont take advantage of current available technology
- Unintended errors are not mitigated

RPL

- Outdated information
- Might be considered as a source of traffic forecast for ATFM planning nevertheless there are more effective options

Positive

Negative

POSITIVE

- Provides an option to reduce workload for small operators that dont have access to modern FPL systems

NEGATIVE

- provides outdated information to the FDPs compared to the FPLs

Direct filing

- Allowed according to Doc4444, 11.2.1.1.1
- Only 1 source of information without intermediaries
- Errors could be mitigated with the use of DBs from the airlines
 - AIRAC cycles + aircrafts OPSPECS
- Enables the ANSP compliance - Doc4444 chapter 4 (RACK/REJ)
- Reduces workload on airlines ground staff and ANSP
- Incentives MCBS concept
- AFTN address = ARO/FDP or ATCC
 - ARO/FDP increase of workload
 - ATCC (FDP/ATS messages filters?)

Positive

Negative

POSITIVE

- Chances of errors could be easily mitigated by the airlines DBs update
- High data integrity
- Takes advantages of available technology on ANSPs and airlines
- Airlines FPL system have also errors and consistency validators
 - adds another layer of validation beside the AFTN and FDP

NEGATIVE

Requires automation

Liability - Safety event

- Real cases:
 - wrong type of ACFT (MID) in a heavy arrival flow
 - Changes in FPL (ARO/ACC) without notifying the airline (OFP vs FPL)
 - Deletion of item 10 components after errors with item 18 (FPL originated in ANSP)
 - Use of "cleared as filed" by ATCs
 - today received the case of IBE PTY-MAD; 4 degrees of differences. Impact = fuel not planned (400kg more), ETOPS, reserve fuel, etc.
 - Same with the use of PDC with "cleared as filed"
 - ACFT doing a wrong turn (ATC was not expecting it)
 - ACFT assigned to a wrong ATS route (not compatible with the NAVSPEC)
 - ACFTs with no FPL in FIRs in AFI/EUR. (ANSP not sending the FPL to the correct AFTN addresses) - Holding, delays or manual FPL creations caused more problems downstream

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ITEM 19 - SPL

Some states have it as a mandatory item. Best practices and ICAO allows the operators to keep the information to be provided when requested by the ANSP

Annex 11

RPL

4444

Alerting service / ATS

9.2.2.4 In obtaining the necessary information as required under 5.2.2.1 of Annex 11, attention shall particularly be given to informing the relevant rescue coordination centre of the distress frequencies available to survivors, as listed in Item 19 of the flight plan **but not normally transmitted**.

Doc 4444 - RPL

16.4.3.5 Information regarding alternate aerodrome(s) and supplementary flight plan data (information normally provided under Item 19 of the ICAO flight plan form) *shall be kept readily available by the operator* at the departure aerodrome or another agreed location, so that, on request by ATS units, it can be supplied without delay.

Annex 11

5.2.2 The notification shall contain such of the following information as is available in the order listed:

- a) INCERFA, ALERFA or DETRESFA, as appropriate to the phase of the emergency;
- b) agency and person calling;
- c) nature of the emergency;
- d) significant information from the flight plan;
- e) unit which made last contact, time and means used;
- f) last position report and how determined;
- g) colour and distinctive marks of aircraft;
- h) dangerous goods carried as cargo;
- i) any action taken by reporting office; and
- j) other pertinent remarks.

but...

5.2.2.1 Recommendation.— Such part of the information specified in 5.2.2, which is not available at the time notification is made to a rescue coordination centre, **should be sought by an air traffic services unit prior to the declaration of a distress phase**, if there is reasonable certainty that this phase will eventuate.

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- 99% of the ATM systems dont require this field
- FAA allows operators to take advantage of this exception

Docs

Impact

Impact

- Efficiency
 - Unnecessary fuel
 - Less payload
 - More CO₂

ICAO

- Doc 9976 Flight Planning and Fuel Management (FPFM) Manual
- Annex 6

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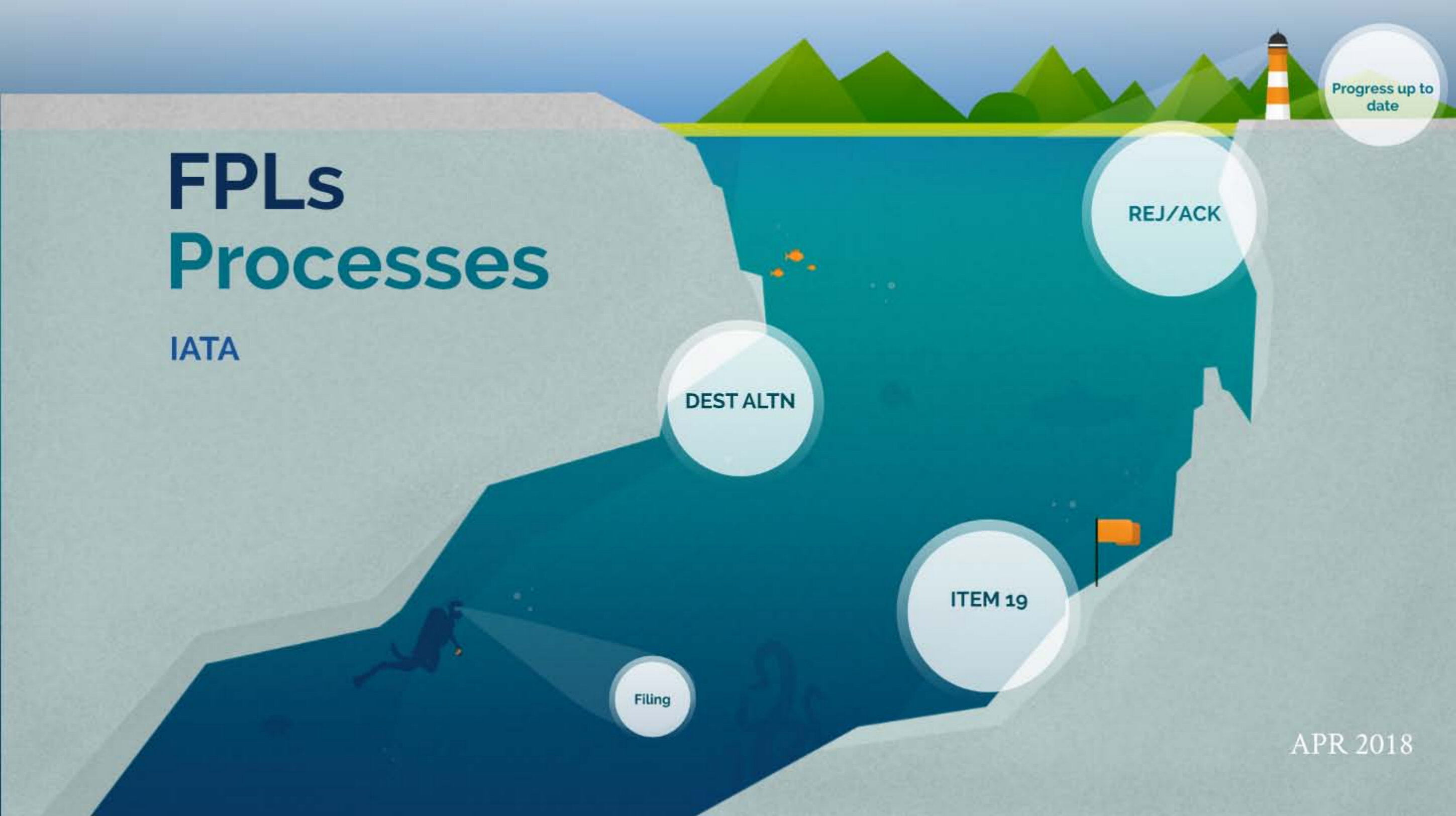
REJ/ACK

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Feedback

4.4.3 Acceptance of a flight plan

The first ATS unit receiving a flight plan, or change thereto, shall:

- a) check it for compliance with the format and data conventions;
- b) check it for completeness and, to the extent possible, for accuracy;
- c) take action, if necessary, to make it acceptable to the air traffic services; and
- d) indicate acceptance of the flight plan or change thereto, to the originator.*

Harmonization
need

Harmonization

- What is a REJ?
- Format
- ATFM slot procedure impact?

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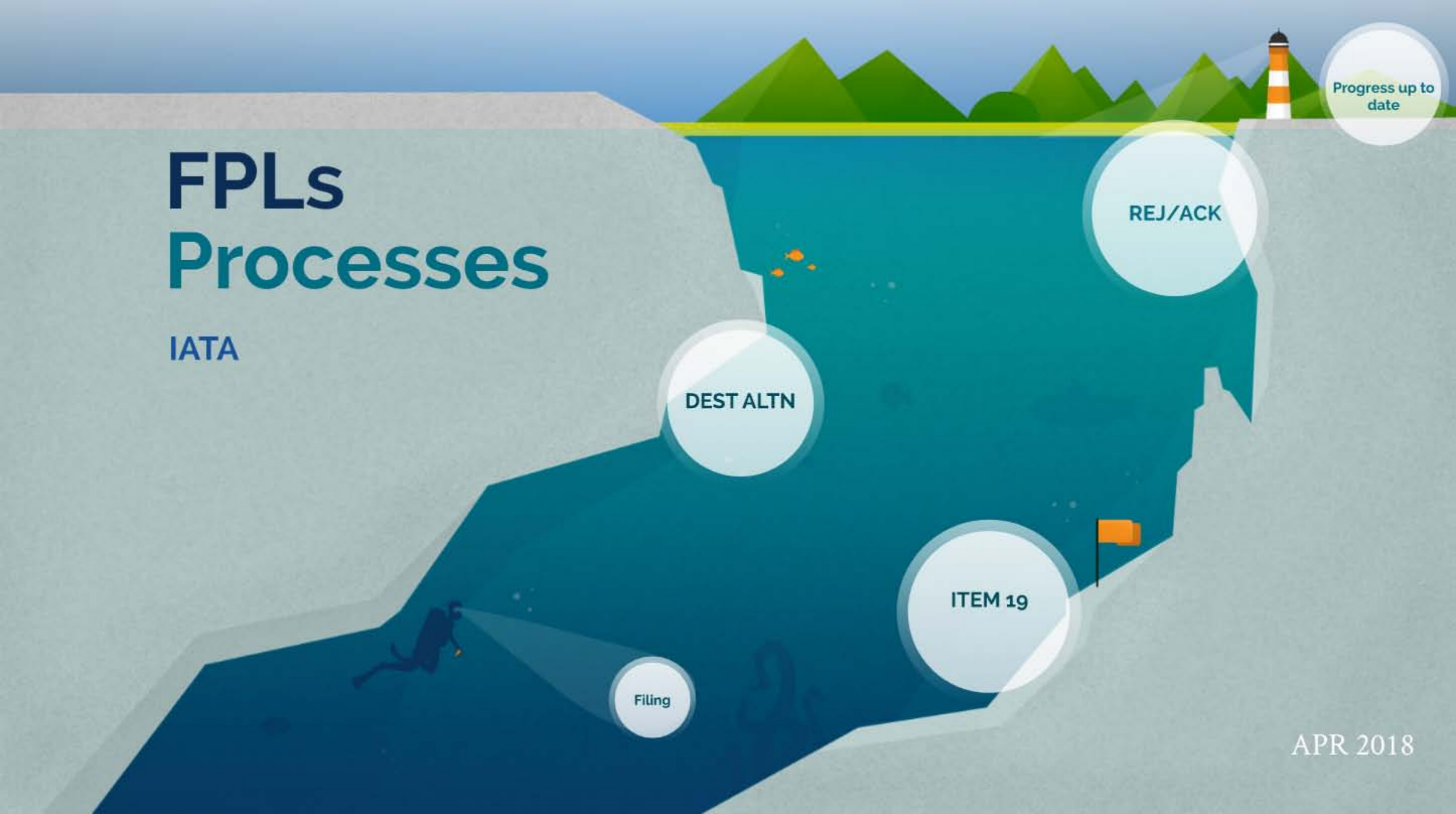
REJ/ACK

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Regional progress update of recommended processes

P = Paper format

A = Automated (FPL, CHG, DLA, CNL) allowed
and **NOT** forwarded by ARO to **other** FIRs

D = DEST ALTN not mandatory

I = Item 19 (SPL)

F = Feedback message provided (ACK/REJ)

Graphical

Chart

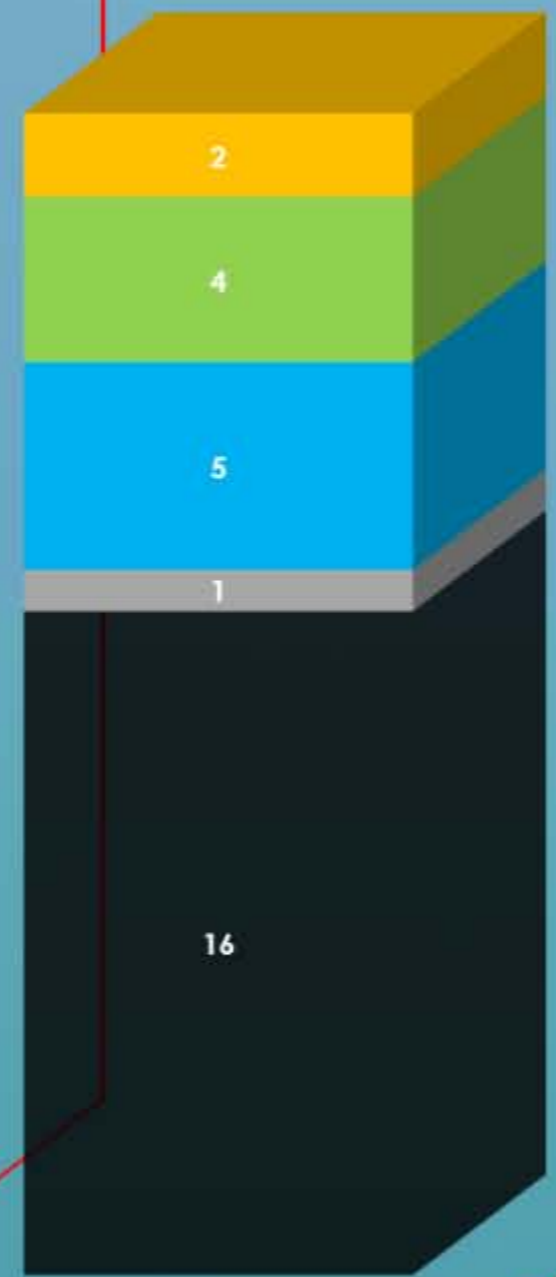
IATAs WIP



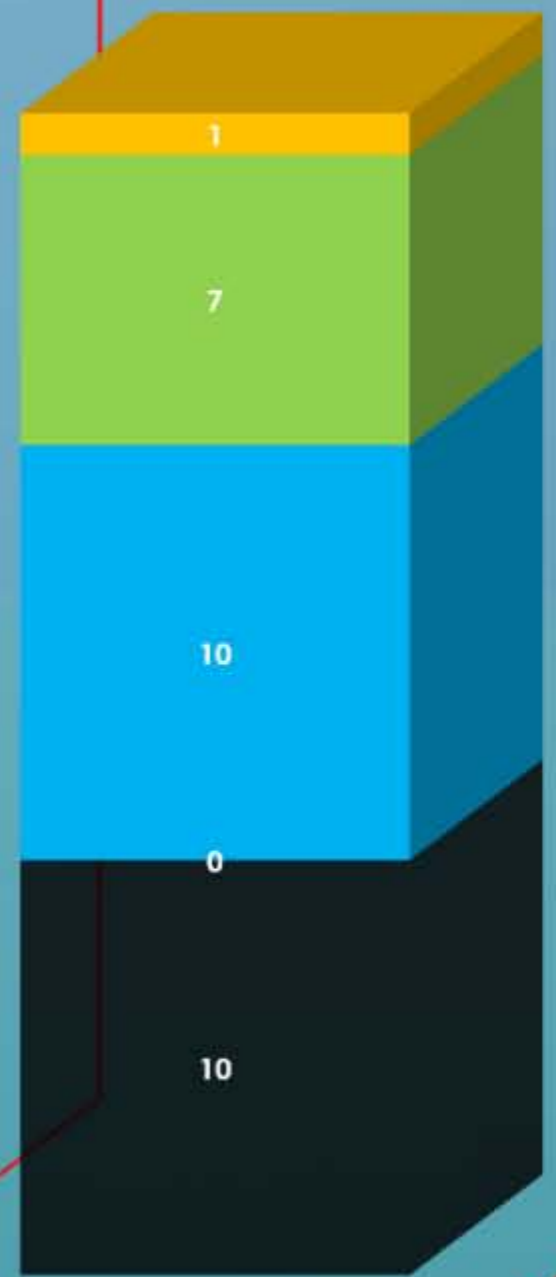
■ P ■ A ■ IDA ■ FIDA ■ ID-IA



BEFORE



PROCESS TODAY



WIP

IATA's RCG

- Best practices guidance material for airlines. Ex:
 - 1st FPL, 2nd CHG/DLA or CNL the FPL (warning = ATFM slot)
 - Avoid delivery of FPLs by local representatives
 - Supporting on the trails set up for FPL (and update messages)
 - Etc..