



**Agenda Item 5: Operational implementation of new ATM automated systems and integration of the existing systems**

**FPL – REGIONAL HARMONIZATION AND BEST PRACTICES**

(Presented by IATA)

SUMMARY	
This working paper presents a proposal for the implementation of recommendations AIDC/4 and AIDC/5 of the Meeting on AIDC Implementation in the NAM/CAR/SAM Regions, as well as harmonization of FPL filling and processing procedures in the SAM Region.	
References:	
<ul style="list-style-type: none"><li>- SAMIG 20</li><li>- AIM/FPL/AIDC/1</li><li>- GREPECAS/18</li><li>- Meeting on AIDC Implementation in the NAM/CAR/SAM Regions</li><li>- ICAO PANS ATM Doc.4444</li></ul>	
ICAO Strategic Objectives:	<i>A – Safety</i> <i>B – Air Navigation Efficiency and Capacity</i>

**1. Introduction**

1.1 The Twentieth Workshop/Meeting of the SAM Implementation Group (SAM/IG/20 - Lima, Peru, 16 to 20 October 2017) recalled the actions agreed in conclusion SAM/IG/14-18 concerning the exception to mandatory completion of the alternate aerodrome field in the flight plans. In this regard, only Brazil was reported to have implemented it, and the Meeting urged the States to comply with the aforementioned conclusion.

1.2 Upon reviewing WP presented by IATA on the need to harmonise the flight plan filing process, the SAM/IG/20 Meeting considered that conclusion SAM/IG/19-2 addressed this issue, establishing a single AFTN/AMHS address at national level for receiving international flight plans, and the need to inform users through an AIC explaining the procedure.

1.3 The SAM/IG/20 Meeting felt the need to prepare a guide for the States for the harmonisation and optimisation of flight plan management in the SAM Region. This guide would be prepared with the assistance of IATA, based on the material developed by the SAM/IG, taking into account any other relevant aspects.

1.4 Regarding the requirement to transmit the contents of Box 19 of the flight plan, the SAM/IG/20 Meeting agreed that it should remain as stipulated in Document 4444, as supplementary information, which would be made available upon request. IATA noted that it would take measures to ensure that airlines provide this information through the fastest means when so required by the ANSPs.

1.5 The NAM/CAR Air Navigation Implementation Working Group (ANI/WG) Task Forces Meeting (AIM/FPL/AIDC/1 - Tegucigalpa, Honduras, 30 October - 3 November 2017) proposed and discussed a Flight Plan processing procedure, as described in the **Appendix A** to this working paper.

1.6 The AIDC Implementation Meeting in the NAM / CAR / SAM Regions (Lima, Peru, April 16-20, 2018) has established Recommendation AIDC/4, in which it requests that the States facilitate the reception of the ATS flight plan generated in the Operations Center of the airlines, to be transmitted to the FPL reception unit that has been designated in each State.

***RECOMMENDATION AIDC/4 - Measures to optimise flight plan management***

*That NAM/CAR/SAM States, in coordination with IATA, and taking into account that airlines have automated the production of their operational flight plans, expedite reception of ATS flight plans generated by airline operation centres for transmission to the FPL reception unit designated by each State. Likewise, that States consider the benefits in terms of CO2 reduction and assign high priority to removing the requirement to fill in the alternate aerodrome in the FPL of departure to airports in the United States, for airlines of that State that have been approved by their authority.*

1.7 The aforementioned meeting has also formulated Recommendation AIDC/5, in which it urges the States to integrate mechanisms for validation and verification of the information in their databases, with a view to ensuring that the systems adequately manage their security alarms and the correct validation of flight plans.

***RECOMMENDATION AIDC/5 - ATC database configuration***

*That NAM/CAR/SAM States apply mechanisms to validate and verify the information contained in the databases of their control centres and aeronautical messaging systems, taking into account AIP current data, ICAO standards, and changes to information addressing, in accordance with AMC tables, in order to allow systems to properly manage their security alarms and properly validate flight plans.*

**2. Discussion**

2.1 The discussions and conclusions of the SAM/IG 20, AIM/FPL/AIDC/1 meetings, as well as in the Meeting on AIDC Implementation in the NAM/CAR/SAM Regions and numerous other meetings, aimed at identifying harmonized ways of solving the following presentation and processing problems of the FPL in the CAR / SAM Regions:

- Missing FPLs
- Wrong information in the FPL operational fields
- Duplicated/multiple FPLs
- Requirement of DEST ALTN as a mandatory field (for flights with destination to USA only)
- Lack of standardization when presenting FPLs due to different requirements across the NAM/CAR/SAM published in AIPs
  - o paper format (in some cases mandatory and in others optional),

- WEB,
- AFTN/AMHS to only the departing ARO/AIS unit
- AFTN/AMHS to all involved ATS units
- A combination of some of previous points
- Lack of standardization to process the FPL update messages (CHG, DLA, CNL) originated by the airlines AFTN addresses.
- Lack of training with feedback on errors founded in other ANSPs/Organizations
- Requirement of the transmission of item 19 of the FPL by AFTN or its sending by another means available (e-mail, paper, etc.).
- Changes to FPLs without notification to users
- No feedback to users of FPL acceptance or rejection

2.2 In this sense, a map and a spreadsheet is attached as **Appendix B** to this working paper, containing a preliminary analysis, based on the information known and/or compiled from the aeronautical publications (AIP and AIC) taking into account whether each CAR/SAM States complies with the following requirements, which could be considered as a basis for harmonization and modernization of the process of presentation and processing of flight plans in the SAM Region:

P - Paper format only

A - FPL, CHG, CNL, DLA accepted via AFTN/AMHS

D - DEST ALTN not required if operator complies with annex 6 exception procedures

I - Item 19 not mandatory for all flights via AFTN/AMHS

F - Feedback provided by ANSP about message sent by operator

2.3 It is important to emphasize that investment in new equipment and/or systems is not necessary to comply with the requirements mentioned in the previous paragraph, taking into account that would suffice the implementation of more appropriate regulations and harmonized standard procedures, as well as their insertion in the regular aeronautical publications, particularly in the item ENR 1.10 and 1.11 of the AIP.

2.4 The objective would be to follow models already successfully applied in other regions, including best practices applied in the USA, Canada, among others, who delegate responsibility for originating FPLs (and their respective update messages). This delegation could be implemented on the basis of PANS ATM (Doc. 4444), 11.2.1.1.1 and Appendix 2 (2.1), in order to have a single source of information as well as a single procedure, such as so that any mitigation can have the same effect for all States.

2.5 Harmonization of the applicable procedures for the use of the DEST ALTN aerodrome is also sought, in accordance with PANS ATM Doc.4444, Appendix 3, following the exception specified in ICAO Annex 6, applicable only to flights from Latin America and the Caribbean to the US, where this exception can be applied.

2.6 Another important aspect is the recommendation not to request the transmission of item 19 of the flight plan and to develop a procedure to obtain it from the Airline Operations Control Center, if necessary. It is important to emphasize that these Centers operate 24/7 and can be contacted quickly and efficiently, without the need for the information in item 19 to be sent to the ATS services unnecessarily, generating workload for the ANSP and the airline.

2.7 The best international practices should be used, including some already adopted by the following States and International Organizations of the CAR / SAM Regions, such as:

- a) Costa Rica
- b) Cuba
- c) Jamaica
- d) Mexico
- e) Peru
- f) Trinidad y Tobago
- g) COCESNA

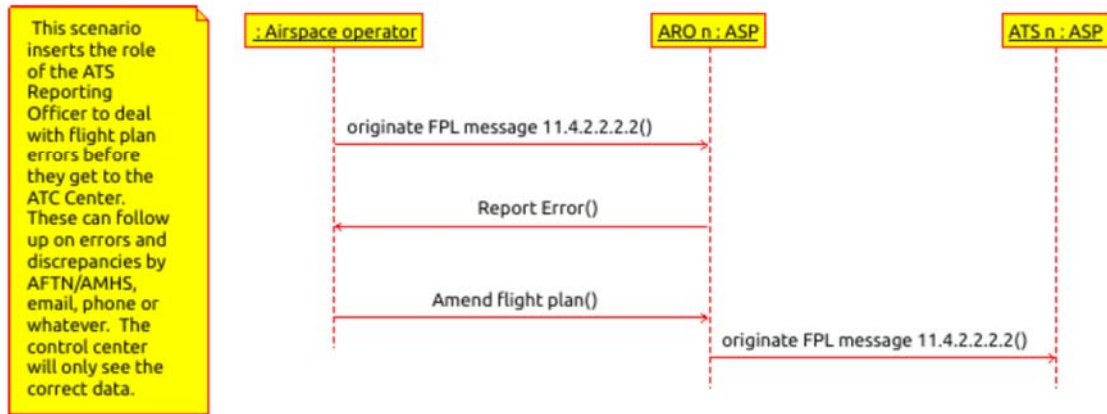
3. **Suggested action**

- a) Take note of the information contained in this working paper;
- b) Request to the SAM States to update the information in **Appendix B**, if necessary;
- c) Establish a strategy to implement the recommendations AIDC/4 and AIDC/5, in order to harmonize the FPL filing and processing procedures in SAM for, inter alia:
  - i. Delegation to originate FPLs and their update messages.
  - ii. Harmonization of procedures to recognize the box corresponding to the DEST ALTN aerodrome as an optional data for those flights that depart from Latin America and the Caribbean to the US and that will apply to the exception described in ICAO Annex 6.
  - iii. Recommendation regarding the need of compliance with Doc 4444 regarding no transmission of the FPL's Item 19, as well as the establishment of a procedure in which the ATS contacts the Airline Operations Control Center, in case of need to obtain the information of the FPL's Item 19.
  - iv. Feedback provided by ANSP about message sent by operator

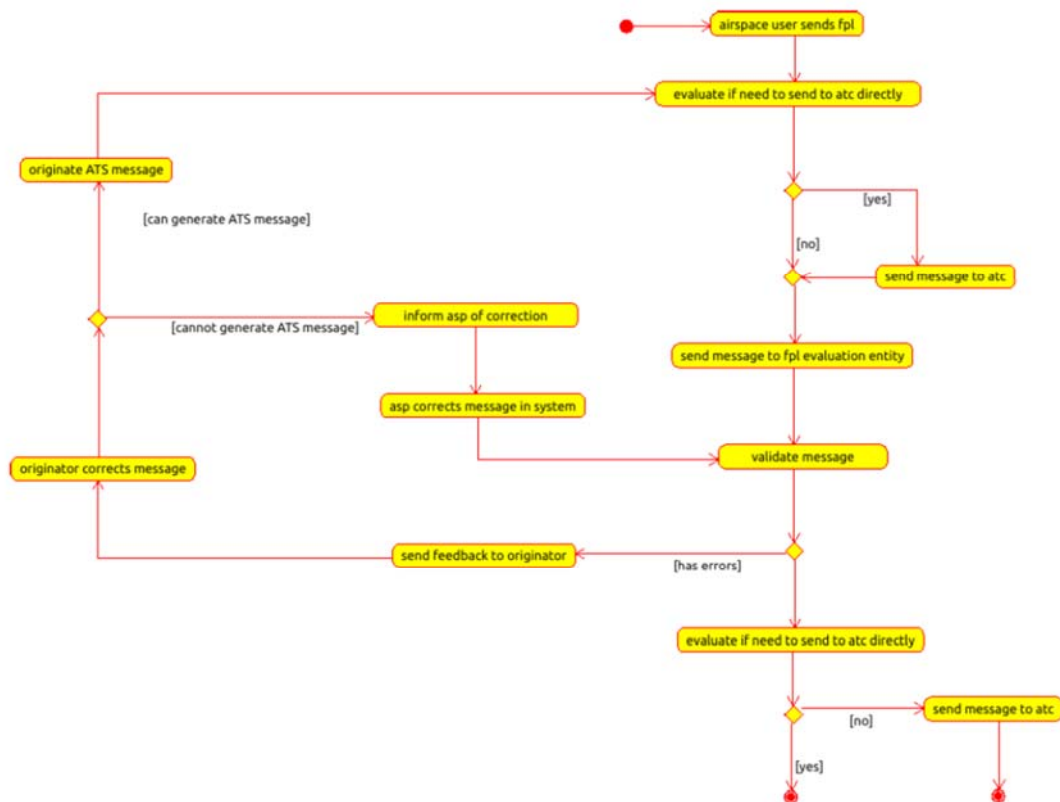
## APPENDIX A

## FPL Regional Procedure Proposal

## High level diagram



## Detailed procedure



**APPENDIX B**  
**B-1**



Type of processes desired				
P - Paper format				
A - FPL, CHG, CNL, DLA accepted via AFTN/AMHS (not forwarding FPL)				
D - DEST ALTN not required if operator complies with annex 6 exception procedures				
I - Item 19 not mandatory for all flights via AFTN/AMHS				
F - Feedback provided by ANSP about message sent by operator				
Number of processes implmented				
4	3	2	1	0

**B-2****Detailed process by CAR/SAM States**

process	ANSP
P	Argentina
P	Bolivia
DI	Brazil
A	Chile
AI	Colombia
P	Ecuador
P	French Guiana
P	Guyana
P	Panama
P	Paraguay
ADI	Peru
P	Surinam
P	Uruguay
P	Venezuela