



AEROTHAI Aeronautical Radio of Thailand

บริษัท วิทยุการบินแห่งประเทศไทย จำกัด

Discussion: Filing Status with Known Constraints

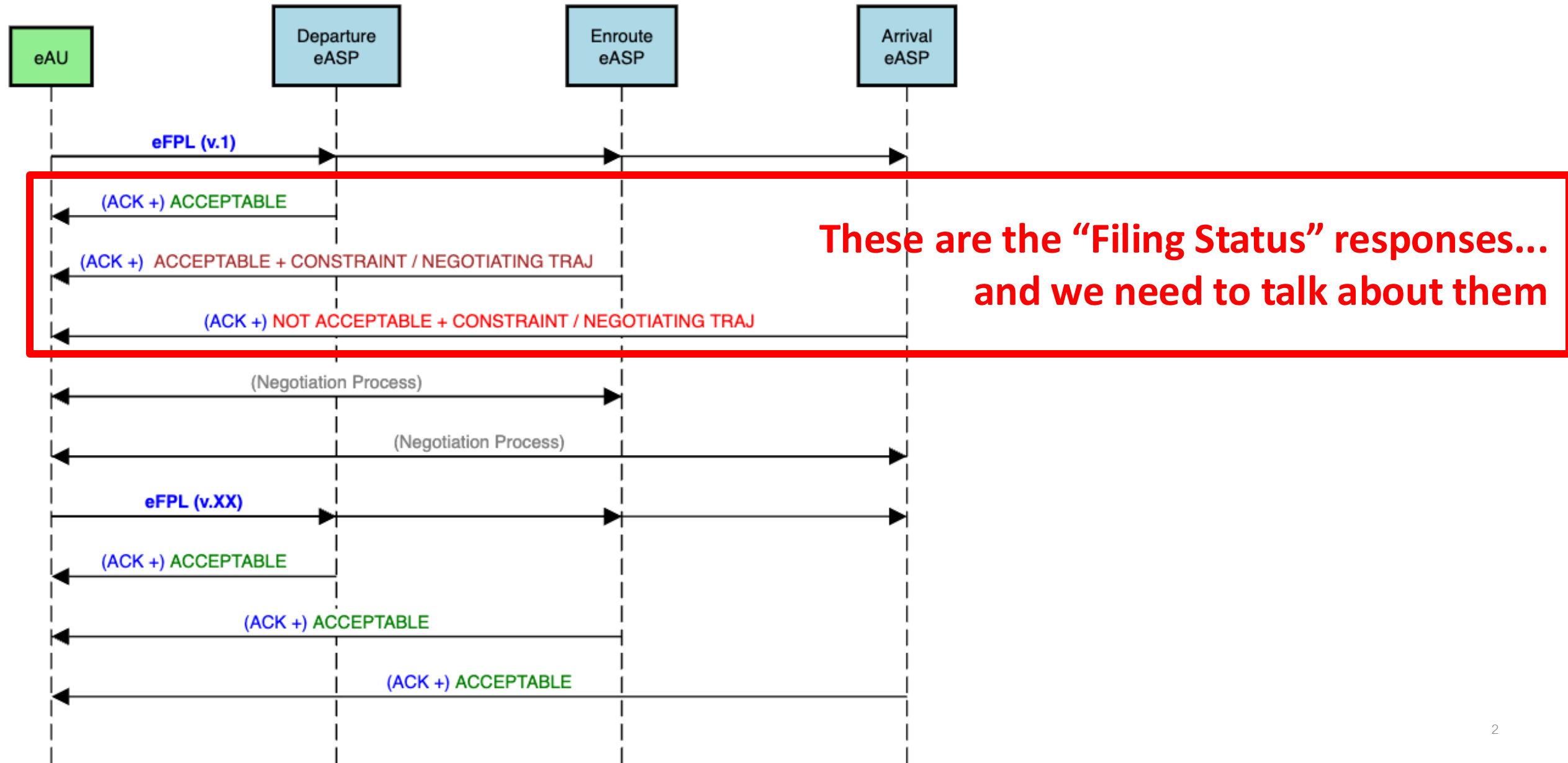
2nd APAC FF-ICE Ad-Hoc Group Workshop
18 – 20 March 2025





Recap: Basic Flight Planning with FF-ICE/R1

Basic Flight Planning Process in FF-ICE/R1



- ☐ The meaning of:
 - **“Acceptable”**, i.e., a “Yes”
 - **“Acceptable with Constraint”**, i.e., a “Yes, but...”
 - **“Not Acceptable”**, i.e., a “No, because...”
- ☐ The needs for harmonized responses
- ☐ Airspace User’s response to “Not Acceptable”





The Meaning of Filing Status Responses



Image Source: <https://sherwinindustries.com/wp-content/uploads/2018/03/RCML893-G.jpg>

Yes!

Yes, but...

No!

Scenario 1: Aerodrome Closure

The flight is expected to arrive at the destination airport at **0925 UTC**.
The destination aerodrome is expected to have a closure between
0930 – 1100 UTC.

Yes!

Yes, but...

+ Warning: no more than 5-min delay

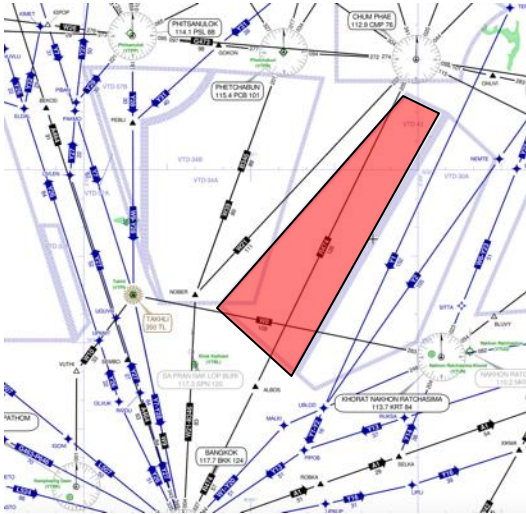


The Meaning of Filing Status Responses

Yes!

Yes, but...

No!



Scenario 2: SUA & Conditional Route

The flight is expected to pass through a Special Use Airspace using a CDR2 at **FL350** between **0455 – 0505 UTC**. AUP is published that the SUA is closed between SFC – FL360 between **0500 - 0800 UTC**.

Yes, but...

+ Warning: Expect tactical adjustment

No!



The Meaning of Filing Status Responses



Yes!

Yes, but...

No!



Scenario 3: Severe Weather Expected

Severe weather cell is expected to cause **40% sector capacity reduction** during the time the flight is expected to pass through, based on MET service provider's report with **70% confidence**.

Yes!

(No ATFM measure implemented *yet*)

Yes, but...

+ ATFM constraint (e.g., CTO or CTOT)

No!

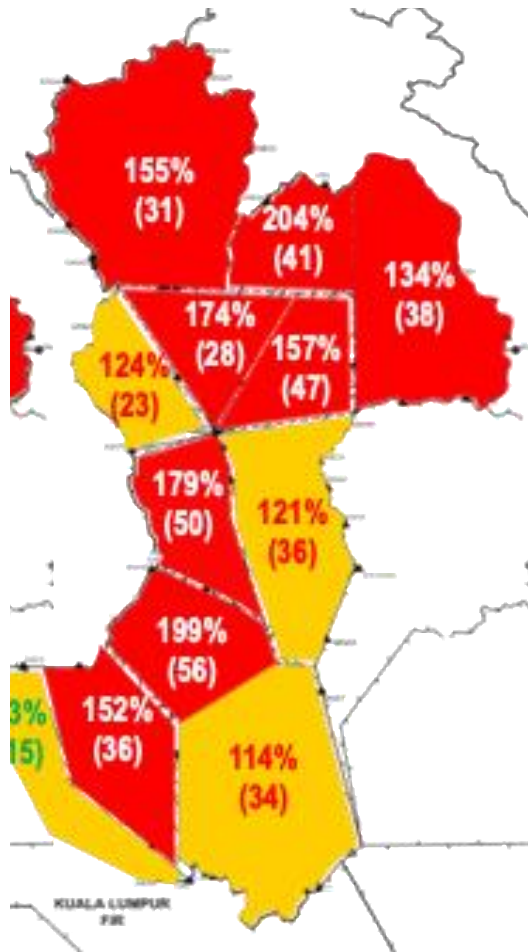
+ Re-route or CTO/CTOT



The Meaning of Filing Status Responses



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Yes!

Yes, but...

No!

Scenario 4: Traffic Congestion Expected Enroute

Heavy traffic congestion is expected in one of the **enroute sectors** at the time the flight is expected to pass through.
ATFM measure is required.

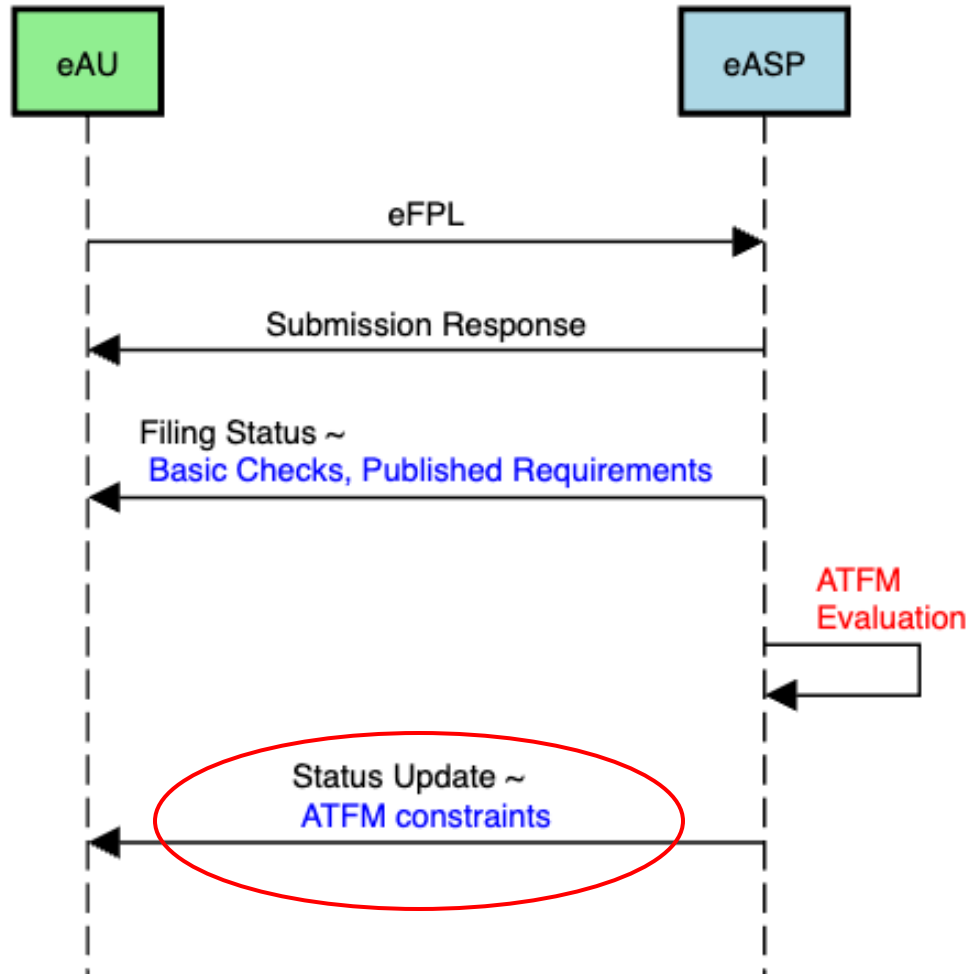
Yes, but...

No!

Time constraint e.g. CTOT/CTO
Route constraint e.g. Re-Route



Extension of Scenario 4: Types of ATFM Responses



How do we communicate this?

1. Give a “CTOT” like today
2. Give a “CLDT” or “CTO” as *Constraint*
3. Give a “Negotiating Trajectory” Segment

Or, does it depend on constraint type?

- Time requirement?
- Route requirement?



The Big Question: Do we need to harmonize the procedure?

- **ACCEPTABLE** response is provided when...
- **ACCEPTABLE with Constraint** is provided when...
- **NOT ACCEPTABLE** is provided when...





To Fly, or Not To Fly...?

DEP eASP	ENR eASP	ARR eASP
ACCEPTABLE	ACCEPTABLE + CONSTRAINT	ACCEPTABLE
ACCEPTABLE + CONSTRAINT	ACCEPTABLE	ACCEPTABLE
NOT ACCEPTABLE	ACCEPTABLE	ACCEPTABLE
ACCEPTABLE	ACCEPTABLE	NOT ACCEPTABLE



- ✓ Definition of Filing Status Responses
 - *Acceptable*
 - *Acceptable with Constraint*
 - *Not Acceptable*
- ✓ Harmonization of Responses
- ✓ Response to *Not Acceptable* Status

