

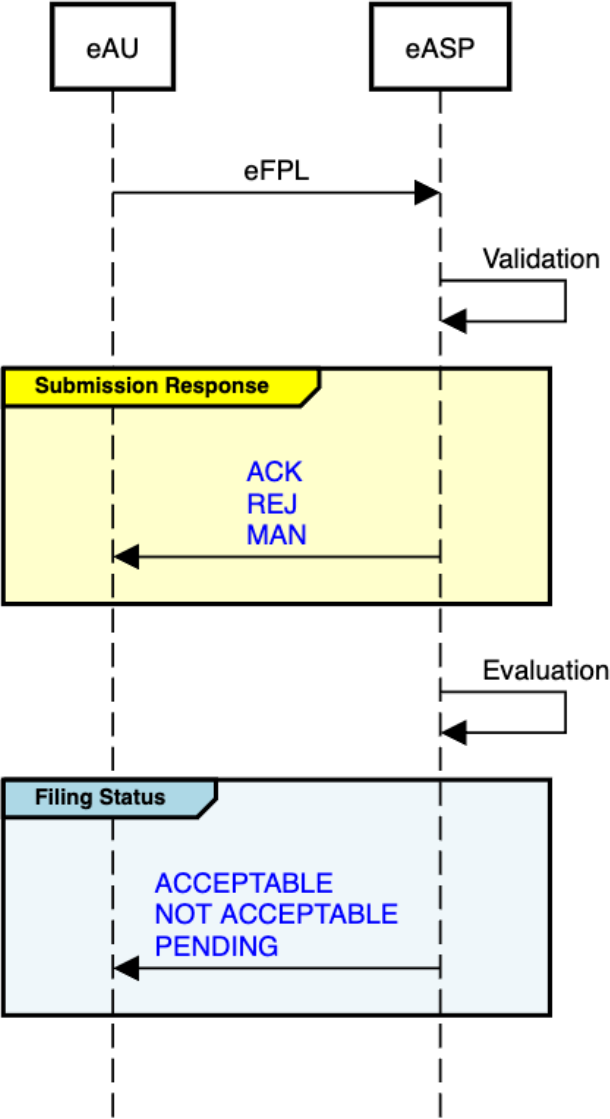
Conditions for Response

The 2nd APAC FF-ICE Ad hoc Group Meeting and Workshop

18-20 Mar 2025
Bangkok, Thailand

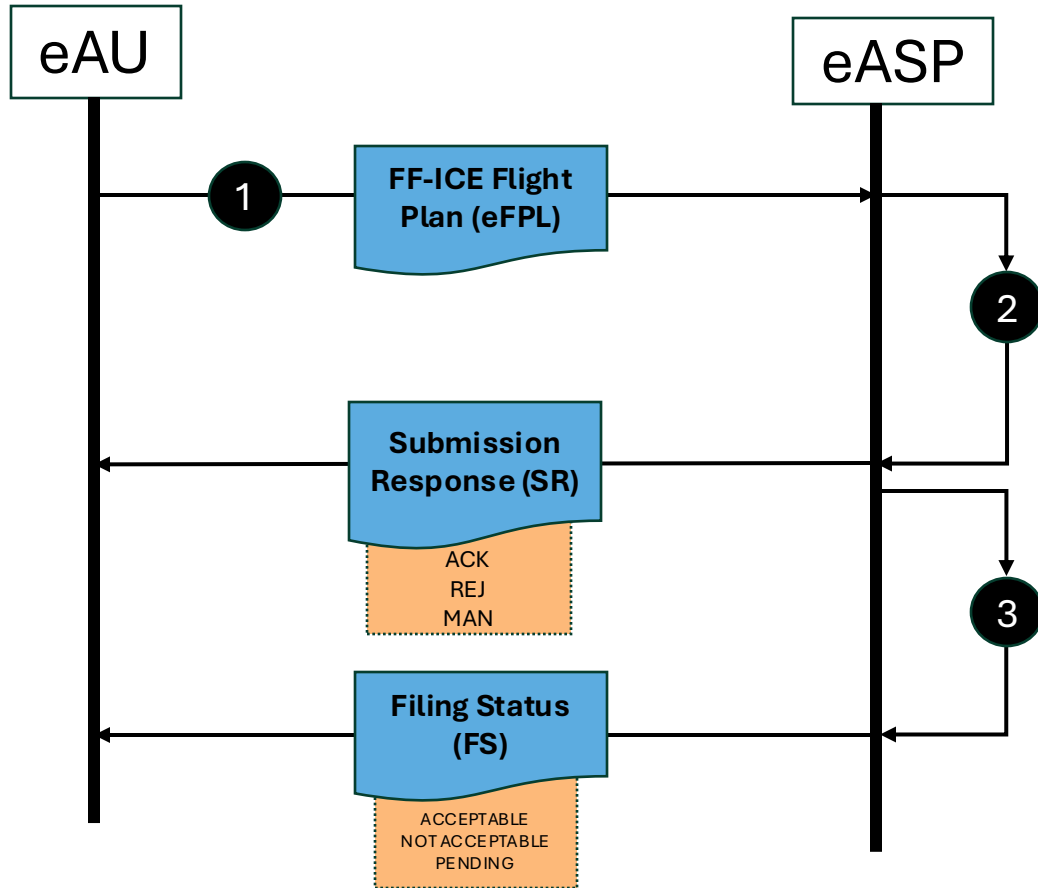
Filing Service

Submission Response



Filing Status

Overview of Filing Service Workflow

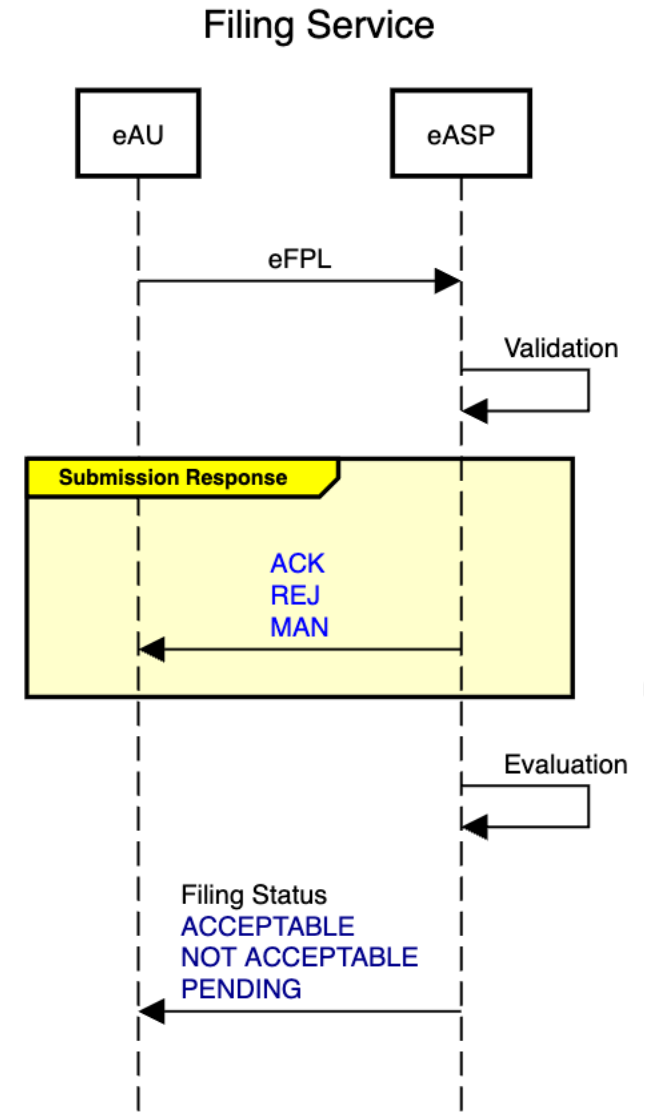


Process	eASP Action	Reflects
1. Submission	Receive eFPL from SWIM	-
2. Validation	Syntactic and semantic checks	<ul style="list-style-type: none">- Acceptance or rejection of received messages- Data format and completeness
3. Evaluation	Checks against eASP's restrictions and constraints	<ul style="list-style-type: none">- Operational acceptability and feasibility of flight plan

Submission Response

Submission Response: Background

- Immediate response
- Indicate
 - > Reception of the message
 - > **The message can be processed or not**



Submission Response: Status

ACK

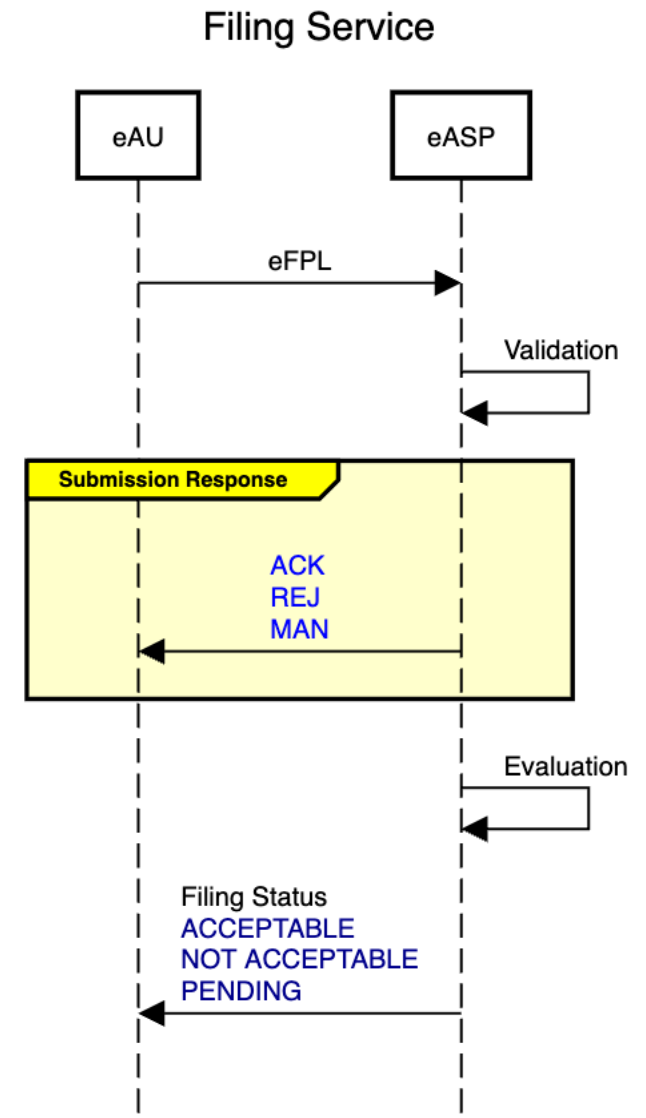
The message is stored and will be processed.

REJ

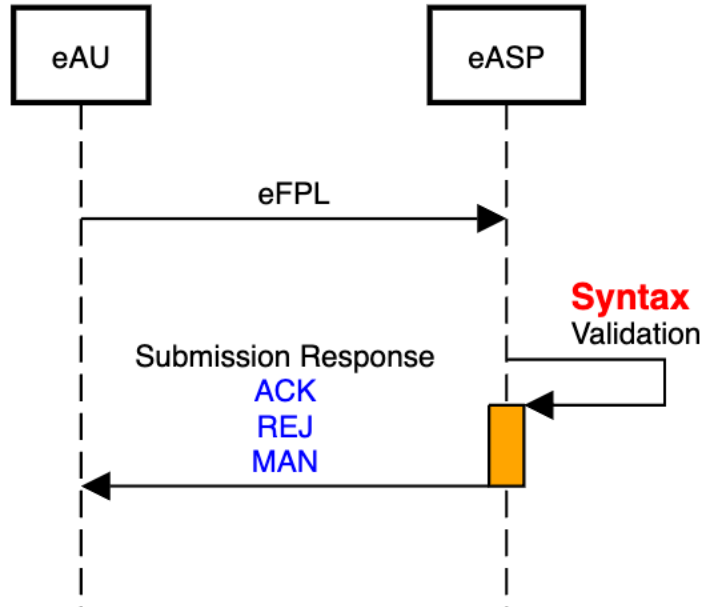
The message is **not** stored and can't be processed.

MAN

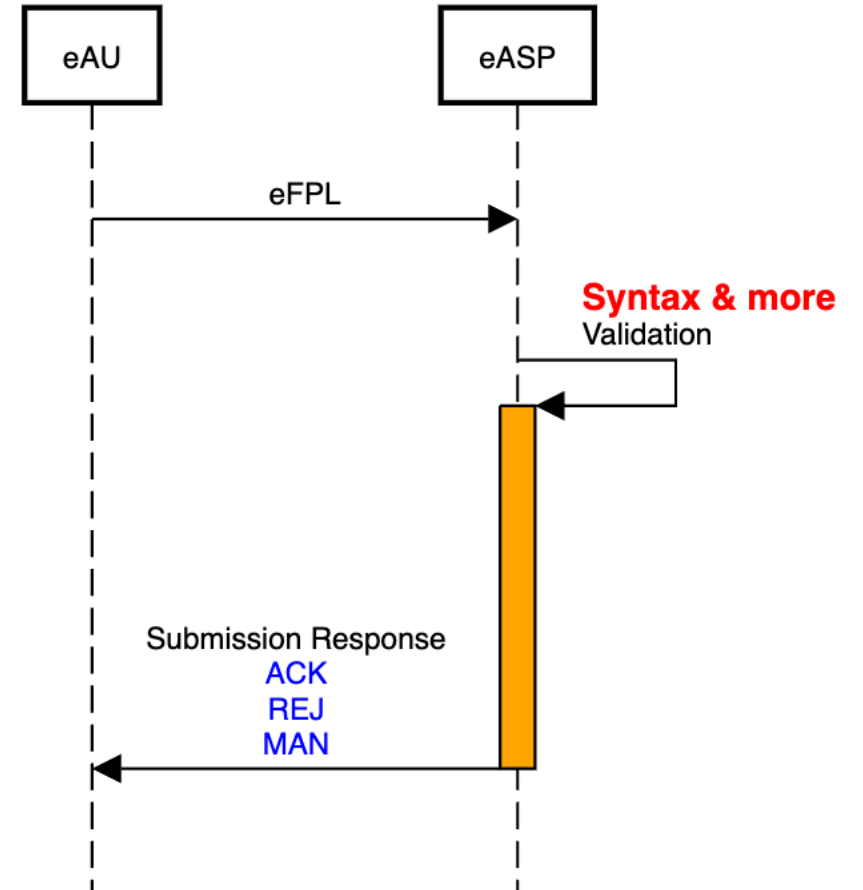
The message is queued for **manual** processing and a subsequent Submission Response of either ACK or REJ status could be expected.



Submission Response: Validation



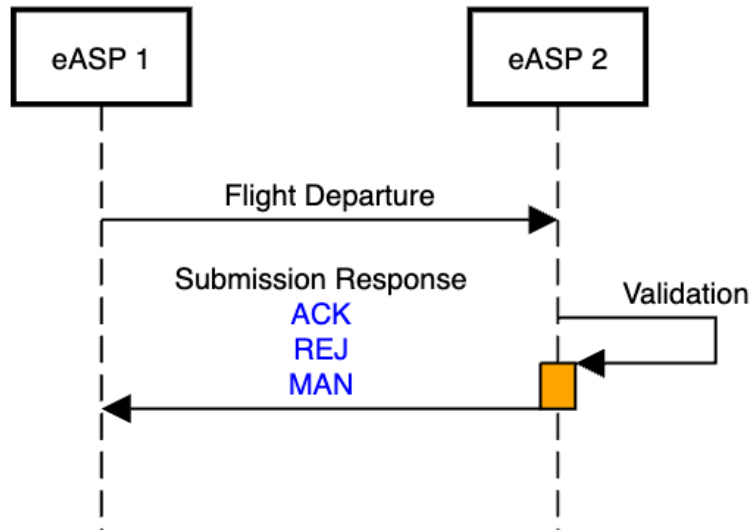
A



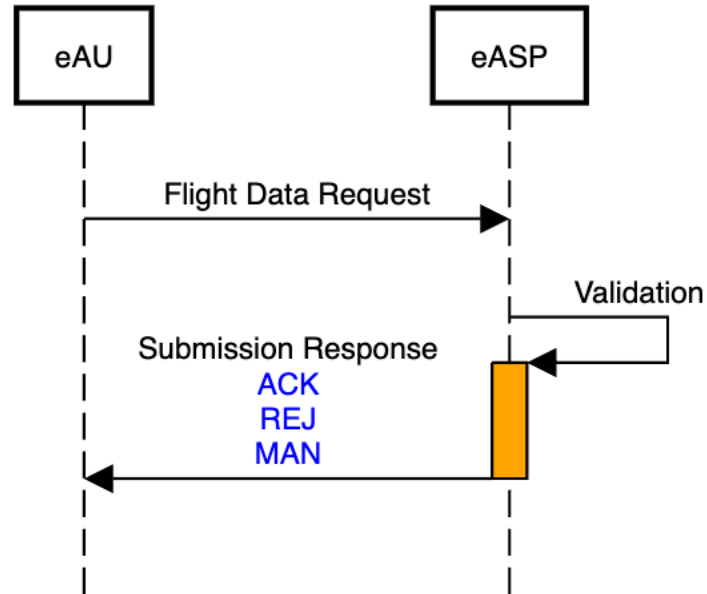
B

Submission Response: Validation

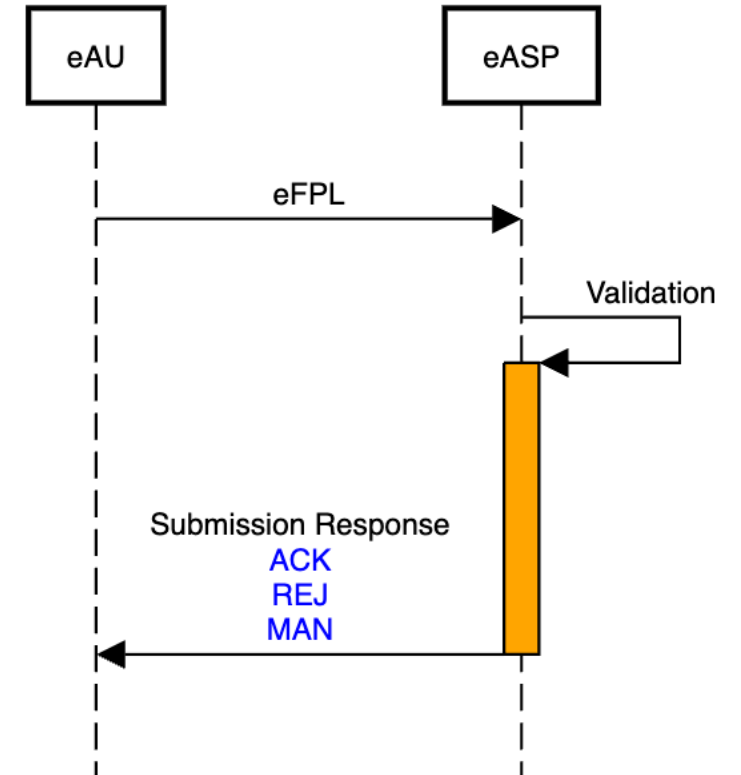
Notification Service



Flight Data Request Service



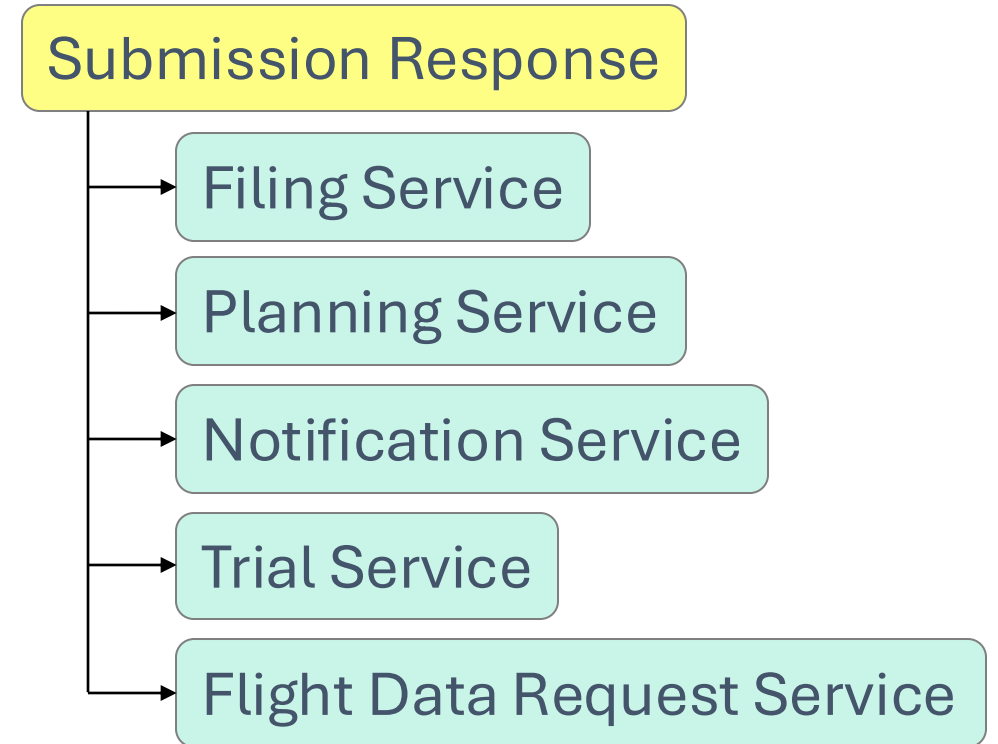
Filing Service



Submission Response: Validation

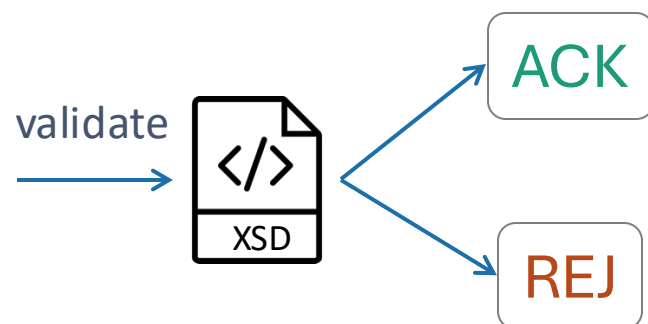
What should the checks look like among these services?

What is the response time considered 'immediate', time out?



Submission Response: Validation

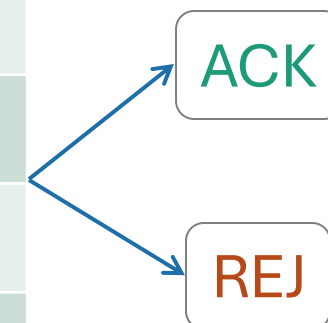
To validate against the schemas, semantic.



A

Checks	Remarks
Registry check	Check if eFPL is submitted by a registered eAU
EOBT check	Check if 1 st version of flight plan is submitted within acceptability period of eFPL submission (e.g. within 5 days of EOBT)
Logic/syntax	Check if there is wrong/incomplete data format in fields, including mandatory fields
Versioning (semantic)	Check if the information contained in the system is the latest version
Flight Association (semantic)	Check if there are any conflicts in GUFIs based on certain flight details
Route semantic checks	Check if structure of route, lat/long of points, fix names exist and are correct as per operational procedures

validate



B

Possible use of MAN status

- This MAN response indicates that the flight plan will be processed manually by flight planning staff
- This approach ensures that special flights receive facilitation for the flight plan and quick resolution of issues

Possible use of MAN status

- Incident of known system issue(s)
- For special flights (e.g. VIP, military, other designated categories), a MAN (Manual) response will be given before providing ACK or REJ

Local	Regional (Expected to follow Doc 4444)
<ul style="list-style-type: none">• Non-scheduled flights• Military flights• Visual flights (VFR)• VIP flights• Test flights <p>*Not Exhaustive</p>	<ul style="list-style-type: none">• ALTRV: for a flight operated in accordance with an altitude reservation;• ATFMX: for a flight approved for exemption from ATFM measures by the appropriate ATS authority;• FFR: fire-fighting;• FLTCK: flight check for calibration of nav aids;• HAZMAT: for a flight carrying hazardous material;• HEAD: a flight with Head of State status;• HOSP: for a medical flight declared by medical authorities;• HUM: for a flight operating on a humanitarian mission;• MARSAS: for a flight for which a military entity assumes responsibility for separation of military aircraft;• MEDEVAC: for a life critical medical emergency evacuation;• NONRVSM: for a non-RVSM capable flight intending to operate in RVSM airspace;• SAR: for a flight engaged in a search and rescue mission; and• STATE: for a flight engaged in military, customs or police services

Time-outs

- Example scenarios under Filing Service where time-outs need to be determined
 - > eAUs expecting a submission response after submitting eFPL
 - > eAU expecting a filing status after a submission response is received
 - > eAU expecting another submission response after receiving “MAN”
 - > eAU expecting another filing status after receiving “Pending”

Considerations to Determine Time-outs

1. Standardization vs. Flexibility

- Should we set “maximum time-out value” to be standardised across eASPs in APAC?
Will it be realistic to standardise this across different systems and networks?
- Or should eASPs define their own time-outs for FF-ICE services and provide this information in their own SWIM registry? eASPs can define different time-outs for each FF-ICE service.

2. eAU Actions on Time-Out

- eAU would need to re-submit messages or contact eASPs, depending on the scenarios.

3. PENDING Status Considerations

- Should there be a maximum resolution time (or expected evaluation time) for PENDING status?
- How should eASPs manage and communicate longer processing times?
- Different use cases may require different time-outs (e.g., eFPL filed too early, ATFM measures are being initiated etc.)

Considerations to Determine Time-outs

4. Handling Exceptional Scenarios

- How should the system manage time-outs during high network congestion or system degradation?

5. Determining Realistic Values

- Any trial experience that we can reference to determine realistic time-out values?

Submission Response: Discussion

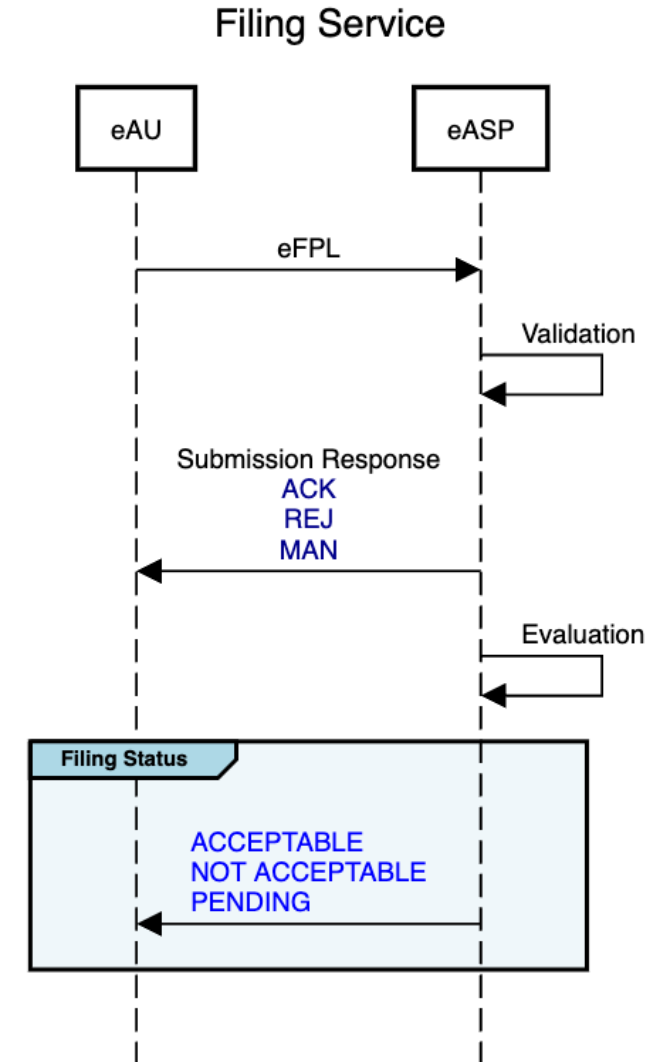
Different validation is needed for different services,
leading to different processing times and time-outs required

- Should different checks be performed for different services?
- What should be checked in the Submission Response?
- Do you think a minimum response time is required for a submission response?
- Do we need to harmonize the minimum response time?
- In what case shall MAN be used?

Filing Status

Filing Status: Background

- The subsequence of Submission Response – ACK
- Indicate if the flight plan filed or updated will be operated by eASP accordingly or not



Filing Status: Status

ACCEPTABLE

- The flight plan especially the route/trajectory is acceptable.

NOT ACCEPTABLE

- The flight plan especially the route/trajectory **does not** comply with operational requirements.

PENDING

- The flight plan has not yet been evaluated. It is typically due to it is in advance of the processing horizon of an eASP.

Filing Status: Evaluation Example

- **Configurable** list of checks to evaluate operational acceptability.
- Conduct all evaluation checks **concurrently** and provide **comprehensive feedback** to the eAU. All identified restrictions provided in a single response with details in the Explanation Note.
- “**ACCEPTABLE**” response provided even when flights are impacted by SIGMET and CTOTs:
 - > SIGMET: SIGMETs are issued by MET office. eAUs retain the option to file trajectories through areas with active SIGMETs/TAFs
 - > CTOT: CTOTs are issued due to GDP. eAUs are encouraged to comply with imposed CTOT

Filing Status: Evaluation Example

Scenarios	Filing Status (ACCEPTABLE / NOT ACCEPTABLE)	eASP R/T Feedback (Negotiating / Agreed/ None)	Trajectory Purpose (SYNC / ATC CHANGE / NIL)
Flight Permission	NOT ACCEPTABLE	None	NIL
Static Constraints in AIP (DAs, RAs, SID/STAR, unidirectional routes, etc.)	NOT ACCEPTABLE	None	NIL
NOTAMs	NOT ACCEPTABLE	None	NIL
Aircraft Equipage for RVSM/PBN	NOT ACCEPTABLE	None	NIL
Airframe Restriction	NOT ACCEPTABLE	None	NIL
SIGMET	ACCEPTABLE	None	NIL
ATFM constraints (CTOT)	ACCEPTABLE	Negotiating	TBD

Example on handling of “NOT ACCEPTABLE”

- In evaluation process, “NOT ACCEPTABLE” eFPLs which do not comply with operational requirements (e.g. conflict with airspace restrictions) are flagged to flight planning staff to monitor
- **eAUs are expected to update eFPL** until it is “ACCEPTABLE”
- At time = **EOBT minus 60 minutes**, flight planning staff will intervene until eFPL becomes acceptable
- **All eFPLs are sent to tactical ATM System** after passing validation, regardless of their eventual filing status
- If eFPL remains “NOT ACCEPTABLE” when tactical ATC is involved, flight will be **handled tactically**
 - > **Note:** this is a very likely scenario for arrival/overflights as departure aerodrome may not have visibility of other eASPs’ constraints

Filing Status: Discussion

- Do you have any other checks that should be done in the filing status?
 - > Flight permission, NOTAM, weather
 - > What's else?
- What filing status will you feedback when there is a ATFM constraint?
- Do we need to harmonize the list of checks for filing status?

