



International Civil Aviation Organization

**The Sixth Meeting of the APANPIRG ATM Sub-Group
(ATM/SG/6)**

Hong Kong, China, 30 July – 03 August 2018

Agenda Item 4: ATM Systems (Modernization, Seamless ATM, CNS, ATFM)

DEPARTURE (DEP) MESSAGES

(Presented by the United States / Federal Aviation Administration)

SUMMARY

This paper presents the importance of departure messages and States Non-Compliance with ICAO Doc 4444 PANS-ATM 11.4.2.2 (DEP Messages)

1. INTRODUCTION

1.1 ICAO Doc 4444 stipulates that a DEP message shall be transmitted immediately after the departure of an aircraft for which basic flight plan data has been previously distributed. DEP message transmissions to all recipients of the basic flight plan data are the responsibility of the ATS unit serving the departure aerodrome.

1.2 The DEP message helps to verify the anticipated demand and Calculated Take-Off Time (CTOT) adherence, and supports statistical analysis of the Air Traffic Flow Management (ATFM) measure. Ensuring timely transmission of DEP messages helps to facilitate accurate demand predictions and post operations data analysis.

2. DISCUSSION

2.1 In accordance with FAA Order JO 7110.10Z, Flight Services, Chapter 7 International Operations, Section 7-1-8 e., a DEP message must be transmitted to all known recipients of an Instrument Flight Rule (IFR) flight plan (FPL) message.

2.2 The FAA has been working with Russia State ATM Corporation and Japan Civil Aviation Bureau (JCAB) through the Cross Polar Trans East Air Traffic Management Providers Working Group (CPWG). Through CPWG it was noted by Russia and Japan that DEP messages were not being received for all aircraft transiting or arriving in their respective airspace.

2.3 The FAA is currently in the process of ensuring that all FAA facilities are compliant with FAA Order JO 7110.10Z and the PANS-ATM. The FAA is concurrently examining the feasibility of making DEP messages an automated process. Additionally, the FAA is studying the possibility of the original flight plan filer sending the DEP message, which will require coordination and collaboration with operators and the International Air Transport Association (IATA).

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Note the information contained in this paper; and
- b) States are encouraged to contact the U.S. directly to investigate and correct processes resulting in missing Flight Plans and/or Departure Messages when they occur.

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