



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 development of an amendment to the Regional Supplementary Procedures (DOC 7030), with a view to harmonizing and modernizing the process of presentation and processing of flight plans in the South American Region.	
References:	
<ul style="list-style-type: none">• SAM/IG/13• SAM/IG/14• GREPECAS/17• ICAO PANS ATM Doc.4444	
ICAO Strategic Objectives:	<i>A – Safety</i> <i>B – Air Navigation Efficiency and Capacity</i>

1. Introduction

1.1 Several error reports related to FPL were identified by the states and airlines, during the last years describing safety events related to the flight planning processes.

1.2 As result of several analysis performed, the following causes were detected as the root cause of the problems:

- 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,
 - o WEB,
 - o AFTN/AMHS to only the departing ARO/AIS unit

- ATFN/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).

2. Discussion

2.1 The SAM/IG/19 meeting took note of the various models for the submission of Flight Plans in SAM States (Appendix F to the Agenda item 5 of the Final Report). In addition, the mentioned meeting formulated **Conclusion SAMIG/19-02 – Implementation of procedures to mitigate the duplication/multiplicity of scheduled commercial flight plans**, establishing an interim procedure, with a view to avoiding duplication of flight plans.

2.2 In addition to the duplication of flight plans, there are different errors and their possible causes, which may be effective in some cases but not in others where ANSPs have different procedures applicable throughout the region.

2.3 In this sense, IATA proposes that the presentation of flight plans in the SAM Region be harmonized and modernized, by means of an amendment to the Regional Supplementary Procedures (Doc. 7030), in order 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.

2.4 In the same spirit of harmonization, it is also proposed that in the amendment to ICAO Doc 7030, be included the harmonization of the procedures applicable to the use of the DEST ALTN aerodrome, according to the 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 may apply.

2.5 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.

2.6 Taking into account the above, it is proposed to formulate the following Conclusion:

Conclusion SAM/IG/20-XX - Harmonization and Modernization of the presentation and processing of FPL and update messages (CHG, DLA, CNL)

That, in order to harmonize and modernize the presentation and processing of FPL and update messages (CHG, DLA, CNL), as well as to reduce the causes of errors in flight plans, the Secretariat, with the support of States and IATA, develop a harmonized procedure for presentation and processing of flight plans and update messages (CHG,

DLA, CNL) for the SAM Region, with the objective of including it in Regional Supplementary Procedures (Doc 7030), and present it to the SAM/IG/21 Meeting.

3. **Suggested action**

- a) Take note of the information contained in this working paper;
- b) Approve the proposed amendment to ICAO Doc.7030, including harmonization of procedures for, inter alia:
 - Delegation to originate FPLs and their update messages;
 - 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; and
 - 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.

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