



Agenda

Item 3: **Analysis of the Availability and the Flight Plan Errors in the NAM/CAR/SAM Regions**

STANDARIZATION OF FLIGHT PLANS REJECTING MESSAGES IN THE REGION

(Presented by the Rapporteur of the ANI/WG AIDC Task Force)

SUMMARY

This working paper presents information regarding flight plan rejecting messages automatically generated by flight plan processing systems, with a view to standardization.

1. Introduction

1.1 The Flight Plan Monitoring Group, an ad-hoc group of the ANI/WG AIDC Implementation Task Force, held a meeting at the end of October 2017, which addressed several important issues related to flight plan errors and its mitigation. One of the subjects discussed was feedback to airspace users (airlines) when there are problems in the flight plans.

2. Discussion

2.1 During the meeting, several States and organizations that have implemented automated rejection messages for flight plans with errors were mentioned: COCESNA, Cuba and the United States. Information about the format of these messages was requested to each one with the purpose of elaborating a standard.

2.2 A survey was also carried out in the region FIRs in order to provide information on rejection messages, among others, and thus determine the capabilities of States in generating this type of messages. Only seven responses were obtained, so the result of the survey is not representative, however in the same survey the use of a format that starts with a "REJ" type of message was used. In this survey, Jamaica also reports the use of these type of messages, apart from those mentioned above.

2.3 Independently, a study has been carried out by IATA related to the procedures used by States for flight plans processing. An extract of this study focused on the NAM/CAR Region FIRs is presented in **Appendix A**. It can be noted that there is a great variety regarding procedures, and among these the ability to generate rejection messages (indicated with the letter F). You can also see the ones mentioned above.

2.4 The discussion that the feedback sent to airlines has no answer has been frequent during meetings and teleconferences. During the Monitoring Group meeting this fact was discussed, and the systems used by airlines could receive flight plans rejecting messages with a specific format, generally the one used by the FAA. To be able to standardize, it would also be necessary to know the capabilities of the airlines in this regard.

2.5 In the future, flight information will be exchanged using the flight information exchange model (FIXM), which presents a radical change to the current way of working. Under this model, there is no a flight plan rejection message as such. The closest are two elements called Planning Status and Planning Status Reason, which indicate whether the proposed route and path are agreed, not agreed or negotiated, and the reason why the status is decided, respectively. If at the regional level the use of FIXM is not scheduled for the near future, it is beneficial to continue with the effort of standardizing rejection messages so that the flight information exchanged between the ATM community members is each time refined and corrected and that when implementing FIXM a base is already accessible .

3. Suggested Action

3.1 The meeting is invited to:

- a) take into account the information presented in this working paper;
- b) urge States to provide information on the current and planned capabilities of their systems to generate flight plans rejection messages; and
- c) any other action deemed appropriate.

**EXAMPLES OF REJECTING MESSAGES GENERATED BY THE ANPS OF THE NAM/CAR
REGION**

Cuba REJ FPL, LRC670 0, 50, DUPLICATED FPL STORED
FPL-LRC670-IS-A320/M-SDE2E3FGHIRW/S-MSLP0145-N0467F330 NAGELW
NAGEL UL471 IKBIX Y183 PEAKY DCT PHK J81 ORL DCT OMN DCT DIW J174
SWL/N0453F270 J121 SIE CAMRN4-KJFK0407 KEWR-PBN/A1B1D1S2T1
DOF/171031 REG/N498TA EET/MUFH0113 KZMA0145 KZJX0219 KZDC0304
KZNY0350 SEL/GMJR RALT/MSLP MMUN KMIA KRDU KJFK

USA REJ FPL/015 KZDC SPD K0300F210 DCT FVX DCT FORMAT
FPLDCA/KZDC015-N57FC-IG-C500/L-SDGW/C-KDAN1530-K0300F210 DCT FVX
CTKCHO0020-PBN/A1B2B3NAV/RNVE99 RMK/PTP PATTERN WORK
IRMK/FRC)

Jamaica REJ FPL KZMA VQTCE MKJP 1630 MBPV INCORRECT FPL EET DATA

**FLIGHT PLANS PROCESSING PROCEDURES, REGIONS
NAM/CAR/SAM**

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 implemented				
4	3	2	1	0

Process	ANSP	Comment
A	Curacao FIR	In process to update regulation for D,I,F (F with automation)
P	Belize	
ADIF	CENAMER	
ADI	Costa Rica	
ADIF	Cuba	
ADIF	Dominican Republic	In trails process for A,D,I,F
P	El Salvador	In process to update regulation for A,D,I,
P	Haiti	
P	Honduras	
ADI	Jamaica	
ADI	Mexico	
p	Nicaragua	
ADI	Trinidad and Tobago	In progress to implement a centralized FPL system
ADIF	USA	

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