



Agenda Item 4: Regional air navigation planning and implementation performance framework: Review of programmes and projects

4.3 Projects under the Automation and ATM Situational Awareness Programme (BO-RSEQ, B0-FICE, B0-SNET, B0-ASUR and B0-SURF)

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), CAR and SAM Parts, with a view to harmonizing and modernizing the process of presentation and processing of flight plans in the CAR/SAM Regions.	
References:	
<ul style="list-style-type: none">• SAMIG 20• NACC/WG/5• AIM/FPL/AIDC/1• 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 The Twentieth Workshop/Meeting of the SAM Implementation Group (SAM/IG/20 - Lima, Peru, 16 to 20 October 2017) recalled the actions agreed in conclusion SAM/IG/14-18 concerning the exception to mandatory completion of the alternate aerodrome field in the flight plans. In this regard, only Brazil was reported to have implemented it, and the Meeting urged the States to comply with the aforementioned conclusion.

1.2 Upon reviewing WP presented by IATA on the need to harmonise the flight plan filing process, the SAM/IG/20 Meeting considered that conclusion SAM/IG/19-2 addressed this issue, establishing a single AFTN/AMHS address at national level for receiving international flight plans, and the need to inform users through an AIC explaining the procedure.

1.3 The SAM/IG/20 Meeting felt the need to prepare a guide for the States for the harmonisation and optimisation of flight plan management in the SAM Region. This guide would be prepared with the assistance of IATA, based on the material developed by the SAM/IG, taking into account any other relevant aspects.

1.4 Regarding the requirement to transmit the contents of Box 19 of the flight plan, the SAM/IG/20 Meeting agreed that it should remain as stipulated in Document 4444, as supplementary information, which would be made available upon request. IATA noted that it would take measures to ensure that airlines provide this information through the fastest means when so required by the ANSPs.

1.5 Fifth North American, Central American And Caribbean Working Group Meeting (NACC/WG/5 - Port of Spain, Trinidad and Tobago, 22-26 May 2017) formulated DECISION NACC/WG/5/4 PROCEDURE FOR HOMOGENEOUS ISSUANCE OF FLIGHT PLANS, with the objective of harmonize the procedures related to FPL fulfilment in the CAR and SAM Regions.

DECISION NACC/WG/5/4 PROCEDURE FOR HOMOGENEOUS ISSUANCE OF FLIGHT PLANS

That, in order to reduce the causes of errors in flight plans, the Task Force AIDC develop a procedure for the homogeneous issuance of flight plans applicable for the NAM/CAR Regions with the goal of possibly including it in ICAO Doc 7030 - Regional Supplementary Procedures by 31 October 2017.

1.6 NACC/WG/5 Meeting discussed the ability of States to process flight plans was discussed, pointing out that the personnel is not always ideally trained, and that contributes to the error rate of flight plans. In this sense, COCESNA expressed that due to errors identified in the flight plans, regional training on FPL matters will be provided by COCESNA to Central American AIS/Air Traffic Services Reporting Office (ARO) office personnel. Curaçao and Dominican Republic have identified the need for training in the flight plan, with the common goal of minimizing regional errors in flight plans. Related to this issue, NACC/WG/5 formulated the following Decision:

DECISION NACC/WG/5/3 ARO REGIONAL TRAINING FOR FLIGHT PLANS

That, in order to support the mitigation actions to avoid the flight plan errors the ANI/WG AIM Task Force develop the standard Air Traffic Services Reporting Office FPL training requirements for regional training centres to serve as a basis for this training by 30 August 2017, based on ICAO Doc 7192-Training Manual AN/857, Part E-3.

1.7 The NAM/CAR Air Navigation Implementation Working Group (ANI/WG) Task Forces Meeting (AIM/FPL/AIDC/1 - Tegucigalpa, Honduras, 30 October - 3 November 2017) proposed and discussed a Flight Plan processing procedure, as described in the Appendix A to this working paper. In this procedure, airlines would send the flight plans to a designated address across all FIRs. This address would correspond to the unit or system in each FIR in charge of evaluating flight plans for syntactical or semantic errors, as needed. This unit will have the responsibility of sending the messages to the ATC centers, thus guaranteeing that only correct data gets to the control center. Depending on the technology available, the transfer of flight plan data to the ATC center after evaluation could be done automatically or semi-automatically by the systems responsible of processing flight plans. In the cases where this is not possible, the flight plan should be simultaneously sent to the ATC control centre. Thus agreed, the following draft decision was formulated:

DRAFT DECISION AIM/FPL/AIDC/6 IMPLEMENTATION OF THE FLIGHT PLAN PROCESSING PROCEDURE

That, the States in the NAM/CAR Regions adopt the flight plan processing procedure described in Attachment 1 to this report, and propose its inclusion in the ICAO Doc 7030 - Regional Supplementary Procedures by the end of July 2018.

2. Discussion

2.1 The discussions and conclusions of the SAM/IG 20, NACC/WG/5 and AIM/FPL/AIDC/1 meetings, as well as numerous other meetings, aimed at identifying harmonized ways of solving the following presentation and processing problems of the FPL in the CAR / SAM Regions:

- 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 (in some cases mandatory and in others optional),
 - o WEB,
 - o AFTN/AMHS to only the departing ARO/AIS unit
 - o ATFN/AMHS to all involved ATS units
 - o 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.).
- Changes to FPLs without notification to users
- No feedback to users of FPL acceptance or rejection

2.2 In this sense, a map and a spreadsheet is attached as **appendix B** to this working paper, containing a preliminary analysis, based on the information known and/or compiled from the aeronautical publications (AIP and AIC) taking into account whether each CAR/SAM States complies with the following requirements, which could be considered as a basis for harmonization and modernization of the process of presentation and processing of flight plans in the CAR and SAM Regions:

P - Paper format only

A - FPL, CHG, CNL, DLA accepted via AFTN/AMHS

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

2.3 It is important to emphasize that investment in new equipment and/or systems is not necessary to comply with the requirements mentioned in the previous paragraph, taking into account that would suffice the implementation of more appropriate regulations and harmonized standard procedures, as well as their insertion in the regular aeronautical publications, particularly in the item ENR 1.10 and 1.11 of the AIP.

2.4 It is quite clear that there is a problem of lack of harmonization in the process of submitting flight plans in the CAR/SAM Regions, as well as proposals for different solutions in the two regions, with a proposed amendment to Doc. 7030 in the CAR Region and the preparation of Guidance Material in the SAM Region

2.5 Taking into account that the processes of presentation and processing of flight plans are critical for safety and efficiency, IATA proposes that the presentation of flight plans in the CAR and SAM Regions be harmonized and modernized, by means of an amendment to the Regional Supplementary Procedures (Doc. 7030), taking into account that the Guidance Materials traditionally does not have the same effectiveness in the standardization of procedures.

2.6 The objective would be 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.

2.7 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.

2.8 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.

2.9 As a basis for the development of the amendment to Doc. 7030, the best international practices should be used, including some already adopted by the following States and International Organizations of the CAR/SAM Regions, such as:

- a) Colombia (in process)
- b) Costa Rica
- c) Cuba
- d) El Salvador (in process)
- e) Jamaica
- f) Mexico
- g) Peru
- h) Republica Dominicana (in process)
- i) Trinidad y Tobago
- j) COCESNA

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

Conclusion GREPECAS/18-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 CAR and SAM Region, with the objective of including it in Regional Supplementary Procedures (Doc 7030), and present it to the CRPP/5 Meeting.

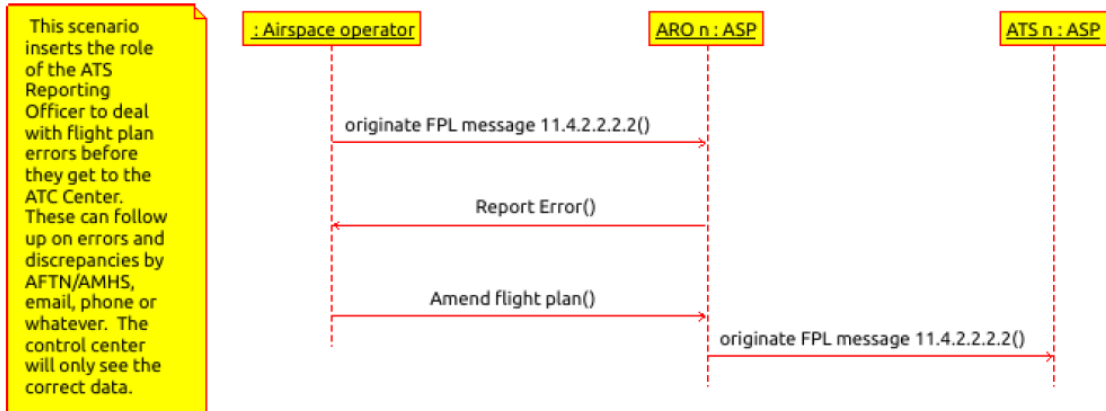
3. **Suggested action**

- a) Take note of the information contained in this working paper;
- b) Request to the CAR and SAM States to update the information in **Appendix B**, if necessary.
- c) Approve the proposed amendment to ICAO Doc.7030, including harmonization of procedures for, inter alia:
 - i. Delegation to originate FPLs and their update messages.
 - ii. 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.
 - iii. 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.
 - iv. Feedback provided by ANSP about message sent by operator

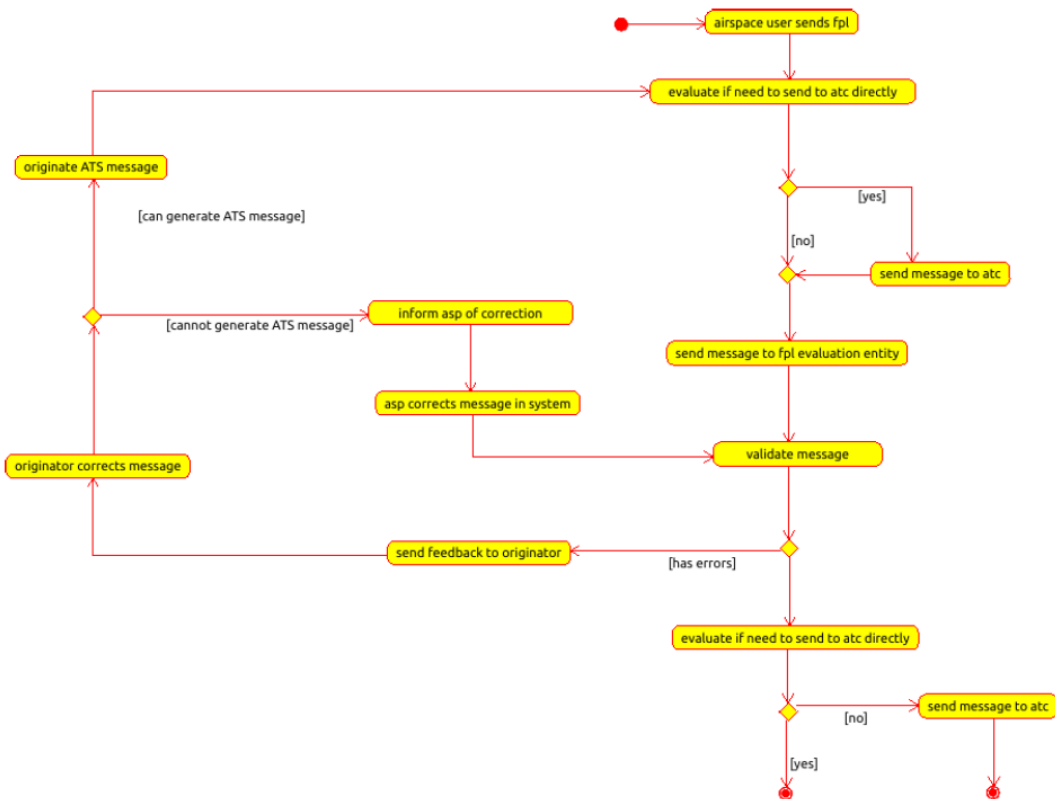
APPENDIX A

FPL Regional Procedure Proposal

High level diagram



Detailed procedure

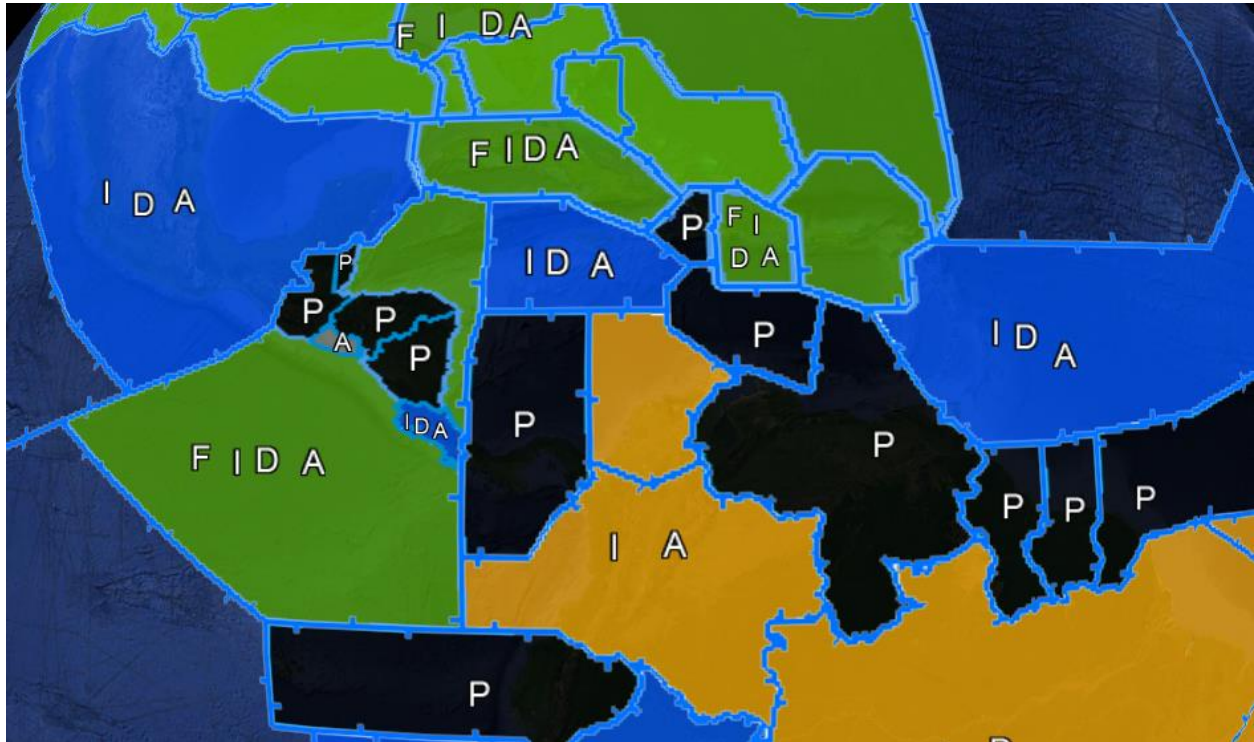


**APPENDIX B
B-1**



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 implmented				
4	3	2	1	0

B-2



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 implmented				
4	3	2	1	0

Detailed process by CAR/SAM States

process	ANSP
P	Argentina
AD	Aruba
P	Belize
P	Bolivia
DI	Brazil
ADIF	CENAMER
A	Chile
AI	Colombia
ADI	Costa Rica
ADIF	Cuba
ADIF	Dominican Republic
P	Ecuador
ADI	El Salvador
P	French Guiana
P	Guyana
P	Haiti
P	Honduras
ADI	Jamaica
ADI	Mexico
p	Nicaragua
P	Panama
P	Paraguay
ADI	Peru
P	Surinam
ADI	Trinidad and Tobago
P	Uruguay
ADIF	USA
P	Venezuela