



Agenda Item 5: Operational implementation of new ATM automated systems and integration of the existing systems

FOLLOW-UP OF THE ACTIONS THAT MITIGATE THE ERRORS AND THE DUPLICITY / MULTIPLICITY OF FLIGHT PLANS IN THE SAM REGION

(Presented by the Secretariat)

SUMMARY	
This working paper presents updated information on the initiatives to mitigate errors and duplicity/multiplicity of flight plans.	
References:	
<ul style="list-style-type: none">- Report of the Twenty-second workshop/meeting of the SAM implementation group (SAM/IG/22) (Lima, Peru, 19-23 November 2018);- Report of the Meeting on AIDC Implementation in the NAM/CAR/SAM Regions (Lima, Peru, 16-20 April 2018);- Report of the Third meeting on AIDC implementation (AIDC/3 - Lima, Peru, 24-26 April 2017); and- Report of the Twentieth workshop/meeting of the SAM implementation group (SAM/IG/20) (Lima, Peru, 16-20 October 2017).	
ICAO strategic objectives:	<ul style="list-style-type: none"><i>A – Safety</i><i>C – Air navigation capacity and efficiency</i>

1. Background

1.1 Errors and duplicity/multiplicity of flight plans impose restrictions to the automated process and the correct establishment of AIDC between adjacent centres in the SAM Region.

1.2 In this sense and since 2009, the SAM Region States are working on various initiatives to mitigate the problem.

2. Discussion

2.1 Following, the initiatives are presented with information provided by the States participating in the last SAM Implementation Group Meeting (SAM/IG/22):

Argentina

2.2 *ARO offices are being centralized with unique addresses for FPL reception in each ACC in Argentina. Completion is foreseen by the end of 2020, with the aim of fulfilling Conclusion SAM/IG/19-2 Implementation of procedures to mitigate the duplication/multiplicity of scheduled commercial flight plans. At the moment FPL are transmitted only to Flight Plan units, either printed or by electronic means. Agreements are to be signed with airlines to send FPL to the ARO/AIS terminals electronically.*

2.3 Repairing of flight plan positions of ATM systems has been transferred to ARO/AIS offices. ARO/AIS staff is now responsible of FPL checking and repairing. FDP position is now operated by ARO/AIS personnel from these offices.

Bolivia

2.4 Flight plans are still presented in hard copy (paper). There is a plan to implement a feature to enter flight plans on-line, via internet, and via a mobile application for cell phones.

Brazil

2.5 At the beginning of 2018, the centralization of all flight plans in the CGNA (Centro de Gerenciamento da Navegação Aérea) began using SIGMA - Integrated Air Movement Management System, which will provide this information to the automated systems of the ACC (SAGITARIO) and the Control Towers (TATIC). This implementation is divided into 4 phases:

- a) Phase 1: In progress
 - Adoption of a single address - SBR-ZPZ; - to be used by SIGMA;
 - Adoption of an alphanumeric code that makes it possible to uniquely and exclusively identify each flight intention;
 - Synchronization of SIGMA and SAGITARIO databases; and
 - Presentation of feedback messages for users, with the status of their flight intentions.
- b) Phase 2: Jul/2019
 - Interoperability of SIGMA (GEA) with the AIM-BR system, for automatic updating of its database; and
 - To have statistical reports.
- c) Phase 3: Dec/2019
 - Uniting SIGMA, SAGITARIO and TATIC databases; and
 - Presentation of feedback messages for users, from the flight plans record in the databases of the ATC bodies (APP, TWR).
- d) Phase 4: Jul/2020
 - Consolidation of C-AIS; and
 - Sturdiness of CGNA systems, evolution of redundancies and contingencies.

Chile

2.6 Chile contacted airlines to minimize errors when generating flight plans. The internal addressing structure is being revised to avoid multiple flight plans and a study for the implementation of a national centre to collect flight plans has been initiated.

Colombia

2.7 Colombia held meetings with air operators (Avianca, LATAM, Spirit, Viva Colombia, Iberia) in October 2017 on procedures for submitting flight plans to international AIS Offices and not directly to ACCs, in order to avoid duplication of flight plans. Draft MOUs have been prepared with these airlines.

2.8 The acquisition of an IFPS automated system for processing FPL is planned for 2019.

Ecuador

2.9 On 22 February 2018, a meeting was held with airline representatives to inform them of the adoption of a single national address to receive flight plans. In this regard, at the end of November 2018, an agreement will be signed between JETBLUE and the Civil Aviation Directorate General of Ecuador to accept the direct presentation via (AMHS) of the FPLs from their dispatch centre to the ATS systems. This procedure will be monitored for a reasonable period of time to ensure good performance. Other international companies will also be able to take advantage of this procedure.

Guyana

2.10 A centralized AFTN address has been established in order to receive FPL (SYCJZPZX for Flight Plans, SYCJYNYX for NOTAMs and SYCJYMYX). Flight Plans can be submitted in both electronic and hard (paper) copies. All FPL are received by the AID office (SYCJZPZX).

Panama

2.11 Updating of ACC Panama s automated ATM system has been completed, and the databases of the ATC system are being updated.

2.12 Although Panama initially decided that airlines (mainly Copa) should stop sending their FPL directly to the automated systems, and instead submit them through the ARO/AIS office, the possibility of resuming the way for airlines to send the FPL directly to the FDP management is currently being analyzed, delegating this responsibility to them. It is hoped that this will mitigate the duplication/multiplicity problems of FPL.

Paraguay

2.13 Paraguay continues to receive duplicate flight plans. An operational instruction was issued for the personnel responsible for repairing FPL, with regard to the treatment of duplicate FPLs. Discussions were held with some airline dispatchers operating in Paraguay regarding the shipment of duplicate FPLs, especially with regard to flights departing from airports in the country where only those issued by ARO offices are considered valid, and they reported that they would communicate the situation to their bases. Duplicate FPLs continue to be received so far. There are also problems of lack of FPL in some cases, especially regarding overflights.

Peru

2.14 By means of the AIC/05-2017, replaced on 9 August 2018 by AIC 09-2018 (basically updating contact details), it was implemented a procedure to mitigate duplicity/multiplicity of commercial scheduled flight plans by sending FPLs directly from the airlines to the single address SPIMZPZX (ARO), which has been developing quite successfully.

2.15 The ARO Office in Lima monitors all flight plans recorded in the automated ATM system via AMHS by implementing electronic reports in ARO positions, and thus detecting airlines that have errors and duplication in flight plans. It also performs constant coordination with those in charge of company operations in the headquarters where the flight plans originate.

2.16 In the months of August to November 2018, nationwide training has been conducted for all staff involved in FPL reception procedures via AMHS/AFTN.

2.17 From December 2017 to date, Letters of Agreement have been signed with 12 airlines operating regular international flights, covering 90% of these FPLs, and RPL has been discontinued. In 2019, the procedure is expected to continue with airlines operating domestic flights.

2.18 The processing capacity for ACK and REJ messages is expected to be incorporated for FPLs from February 2019.

2.19 In October 2018, an FPL error/duplication reporting system was implemented in the ARO office of the “Jorge Chávez International Airport”.

2.20 The Peruvian State will implement a Flight Plan Treatment Unit for the entire FIR in order to optimize the AIDC and ATFM.

Venezuela

2.21 Venezuela has implemented in pre-operational mode, a centralized automated system for processing flight plans of the IDS brand that allows to reduce errors in their presentation. This system is located in Maiquetia’s ARO Office. The SAMIG/19-2 conclusion is expected to be implemented by the end of 2019.

Other States

2.22 The States of French Guiana, Suriname, and Uruguay have not informed progress in implementing Conclusion SAM/IG/19-2.

3 Suggested action

3.1 The Meeting is invited to:

- a) take note of the information contained in this working paper;
- b) analyze the progress made in the process to mitigate errors and duplicity/multiplicity of flight planes; and
- c) discuss any other matter it may deem appropriate.