



ICAO

International Civil Aviation Organization  
North American, Central American and Caribbean Office

WORKING PAPER

NACC/WG/4 — WP/36  
19/03/14

**Fourth North American, Central American and Caribbean Working Group Meeting  
(NACC/WG/4)**

Ottawa, Canada, 24 to 28 March 2014

**Agenda Item 3 Follow-up on the NAM/CAR Regional Performance-Based Air Navigation  
Implementation Plan (NAM/CAR RPBANIP) Progress  
3.3 ANI/WG and other regional group progress reports**

**FPL ERRORS/DUPLICATION**

(Presented by IATA)

| <b>EXECUTIVE SUMMARY</b>   |   |
|--|---|
| This working Paper, presents a proposal to help reduce the FPL errors and duplications in the collaboration with the Airlines, by using the current and existing technologies. This proposal could bring benefits to all the regions and states. |   |
| <b>Action:</b>   | Described in the section 3  |
| <b>Strategic Objectives:</b>   | <ul style="list-style-type: none"><li>• Air Navigation Capacity and Efficiency</li><li>• Safety</li></ul>                           |
| <b>References:</b>   | <ul style="list-style-type: none"><li>• Doc. 4444 PANS/ATM Chapter 11, appendix 2 and corresponding formats in appendix 3</li></ul> |

**1. Introduction**

1.1 Since the last regional working group meeting, several reports were issued by the states as well as the airlines, providing feedback of different types of ATS incidents, due to the FPL with errors, duplications as well as rejections, lack of FPL, etc.,

1.2 As part of the analysis performed in coordination with some states and airlines, the following causes, were detected as start of the FPL missing, duplicated or with errors:

- **Human factor**
  - When “retyping” into the AFTN/AMHS/FDP, the FPL filled format (paper) given to the AIM officer. Several errors were found on the route, especially when going to a far FIR area from the Departure; also were found errors on, FL, NAV/COM/SUR equipment (probably related to FPL convertors) and STAR.

- When 2 or more FPLs are sent by the operator (sender) to update a previous one.
- When the AIM officer is using a pre-programmed addresses list to transmit FPLs, with edition mistakes on the destinations addresses (some FIR/ATS units are not on the on the list).
- Under a similar condition some local procedures uses a pre-programmed FPL (with routes, FL, etc. for certain flights) and the operator fails to update some fields to the AFTN/AMHS/FDP.

1.3 The chances to fail under the same conditions are increased when the departing aerodrome is a regional hub, a high movement aerodrome or when by local procedures, the ground staffs on these same aerodromes have to constantly amend the FPL for last moment changes (weather, fleet changes, slots, etc.).

1.4 To reduce these and other possible subsequent events, IATA is encouraging the airlines and the Sates, to use the current technology available on both sides, to send the FPL and when applicable, the actualization messages to report delays, (DLA), Changes (CHG) and cancel (CNL), directly from the airline's operations control centre or dispatch, reducing the possibilities of errors for human factor.

1.5 According to the previous work done by the regional CAR/SAM AIDC teams, several countries are currently having the FDPs with the required capability to implement and work within their ATS Units, with automatic FPL procedures which will give the airlines the capability and responsibility to transmit FPL directly via AMHS.

1.6 The Doc 4444 chapter 11, states:

11.2.1.1.1 Messages for ATS purposes shall be originated by the appropriate ATS units or by aircraft as specified in Section 11.3, except that, through special local arrangements, ATS units may delegate the responsibility for originating movement messages to the pilot, the operator, or its designated representative.

1.7 If properly applied, this proposal will give the following safety and efficiency benefits to the CAR/SAM states and users:

- Reduce the FPL errors/ rejections.
- Reduce ATC delays when they don't have the FPLs on time.
- Reduce the LHD errors, between the ATS units when transferring flights using the wrong information.
- Reduce the workload of the ARO/AIM (especially in hubs) and ATC officers.
- AIRPROX that happened by having different information on-board and on the ATM systems

## **2. Special Local arrangement/procedures publication**

2.1 As a result of a previous effort in collaboration with the Peruvian ANSP CORPAC and DGAC, an AIC draft is provided on this working paper as “Appendix A” with a general overview and conditions to apply these ATS messages procedures.

2.2 The highlighted words or phrases are special local conditions or local names that should be taken into consideration if this draft wants to be used by other states.

## **3. Suggested Actions**

3.1. The Meeting is invited to:

- a) Review the proposed working methodology to improve the safety and efficiency by delegating the responsibility for originating the FPL, CHG, DLA, and CNL movement messages.
- b) Review the AIC sample to be considered as a draft by the states if accept to implement this procedures.

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## APPENDIX

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|---|--|---|
| TELEFONO (511)2301170 / 4141170<br>TELEFAX (511) 4141452 / 2301169<br>DIRECCIÓN TELEGRÁFICA<br>AFTN : SPIMYGYJ<br>COMM : CORPAC S.A.<br>e-mail: aisperu@corpac.gob.pe |  <div style="border: 1px solid black; display: inline-block; padding: 2px 10px; margin: 5px;">PERÚ</div><br>Corporación Peruana de Aeropuertos y Aviación Comercial S.A.<br>ÁREA DE INFORMACIÓN AERONÁUTICA<br>Apartado 680 LIMA 100 - PERÚ | <div style="border: 1px solid black; display: inline-block; padding: 2px 10px; margin: 5px;">AIC</div><br>05 / 14<br><div style="border: 1px solid black; display: inline-block; padding: 2px 10px; margin: 5px;">MAR 14<sup>th</sup>, 2014</div> |
|---|--|---|

**FLIGHT PLAN PRESENTATION VIA AMHS OR AFTN FOR AIRLINES OPERATING  
REGULAR FLIGHTS**

The procedure describe within this AIC (Aeronautical Information Circular, shall come into force on **XXXX**, 2014.

### 1. INTRODUCTION

- 1.1 This Aeronautical Information Circular - AIC, describes the flight plan presentation procedure via AMHS or AFTN.
- 1.2 The provisions in this AIC apply to all airlines operating regular flights, with their base of operations in **Peru**, that have a AMHS or AFTN messaging terminal or that have hired a flight plan transmission service via AMHS or AFTN.
- 1.3 If the airline does not directly transmit the FPL via AMHS or AFTN, then it shall accordingly submit the FPL in the AIS / ARO offices concerned.
- 1.4 The user shall be responsible for any delays that may be caused due to rejection and forwarding of Flight Plans that have been submitted with errors or due to their own system failure.

### 2. GENERAL INFORMATION

This new procedure must comply with the following:

- 2.1. As has been specified in OACI Document 4444 PANS / ATM, Chapter 11, Appendix 2 and the corresponding formats explained in Appendix 3;
- 2.2. Additional conditions, specified in the **Peruvian** AIP part ENR.1.10 Flight Plans and;
- 2.3. **Peruvian Aviation Regulation - RAP 91.**

### 3. DEFINITIONS

**Aeronautical Fixed Telecommunication Network (AFTN):** Complete and Global System Fixed Aeronautical Circuits provided, as part of a Fixed Aeronautical Service, to exchange messages or digital data between fixed stations that have the same or compatible communications features.

**Aeronautical Information Publication (AIP):** A publication issued by or with the authority of a State and containing aeronautical information of a lasting character essential to air navigation.

**Aeronautical message handling system (AMHS):** Set of various software components, or integrated hardware, used to manage an aircraft message routing system, that maximizes the advantages of modern techniques in network management.

**Air traffic services reporting office (ARO):** A unit established for the purpose of receiving reports concerning air traffic services and flight plans submitted before departure.

**Air Traffic Management (ATM):** The dynamic, integrated management of air traffic and airspace including air traffic services, airspace management and air traffic flow management — safely, economically and efficiently — through the provision of facilities and seamless services in collaboration with all parties and involving airborne and ground-based functions.

**Air Traffic Service (ATS):** A generic term meaning variously, flight information service, alerting service, air traffic advisory service, air traffic control service (area control service, approach control service or aerodrome control service).

**Change Message (CHG):** A CHG message shall be transmitted when any change is to be made to basic flight plan data contained in previously transmitted FPL or RPL data. The CHG message shall be sent to those recipients of basic flight plan data which are affected by the change.

**Delay messages (DLA):** A DLA message shall be transmitted when the departure of an aircraft, for which basic flight plan data (FPL or RPL) has been sent, is delayed by more than 30 minutes after the estimated off-block time contained in the basic flight plan data.

**Estimated off-block time (EOBT):** The estimated time at which the aircraft will commence movement associated with departure.

**Flight Information Region (FIR):** An airspace of defined dimensions within which flight information service and alerting service are provided..

**Filed flight plan (FPL).** The flight plan as filed with an ATS unit by the pilot or a designated representative, without any subsequent changes.

**Flight Plan:** Specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft.

Note.— Specifications for flight plans are contained in Annex 2. A Model Flight Plan Form is contained in Appendix 2 to this document.

**Flight Plan Cancellation Message (CNL):** A flight plan cancellation (CNL) message shall be transmitted when a flight, for which basic flight plan data has been previously

distributed, has been cancelled. The ATS unit serving the departure aerodrome shall transmit the CNL message to ATS units which have received basic flight plan data.

**User:** For purposes of this AIC, the term "user" refers to an airline that present its flight plan that complies with the requirements described in this AIC.

#### 4. Guidelines.

4.1 Users who make use of the flight plan presentation procedure via AMHS or AFTN, must have its own, or hired, messaging terminal. Transmission directions must be previously notified to CORPAC's Flight Planning Area, as a network administrator of the AMHS or AFTN network, to the following addresses:

- [ccam@corpac.gob.pe](mailto:ccam@corpac.gob.pe)
- [ranastacio@corpac.gob.pe](mailto:ranastacio@corpac.gob.pe)

4.2 Flight plans via AMHS or AFTN shall be received from all airlines with have regular flights that have been approved by the DGAC PERU and that have their base of operations in Peruvian soil.

4.3 The airlines that meet the requirements specified in paragraphs 4.1 and 4.2 of this AIC shall continue the process with the following validation period.

4.4 Validation Period:

4.4.1 The airline is required to provide to the CORPAC email addresses, shown in Section 5.8 of this AIC, the following designation:

- a) Name of the focal point, which should be its operating representative or his / her replacement
- b) Telephone and AFTN or AMHS address and CCO (Operations Control Center) e-mail or dispatch center that operates 24 hours a day or in flight operations so that they may be contacted in case of any observation in the FPL.

4.4.2 For a period of seven days the airlines must simultaneously submit the FPL in the respective ARO offices of the FIR in Lima and the FPL directly via the AMHS or AFTN system, for the control and simultaneous verification of information by CORPAC S.A. After this period has passed successfully, the CORPAC's Flight Planning Area will contact the designated focal point, to confirm that FPL acceptance will be carried out as of that date only via AMHS or AFTN.

#### 5. Procedure.

5.1 Users shall submit the flight plan via AFTN to AMHS to address "SPIMZQZX" (ACCLIMA) and the aerodrome's destination, alternate and ACC adjacent addresses. If the aircraft does not leave Lima FIR the departure addresses (ZTZX and YOYX) shall

be incorporated. Regarding Cuzco, (ZAZX) will be added, corresponding to the flight plan route, at least 1 hour before its EOBT)

5.2 Users are responsible for sending their daily schedules in either a physical format or by email (aislima@corpac.gob.pe) with confirmation from the ARO / AIS Office to ensure the monitoring and control of the Flight Plan. Corporate emails will be accepted.

5.3 The ATS messages are applicable to this AIC are the following: FPL, CNL, CHG and DLA.

5.4 The FPL message allows an airline to send a flight plan to the ATS. In no case should an FPL be forwarded to a dependence which has already been transmitted unless expressly requested; If this were to happen, then FPL should be sent only to the address required. The minimum transmission time of a FPL will be 1 hour prior to EOBT.

5.5 The user shall undertake standardized ATS messages of CNL, CHG or DLA within 30 minutes of their EOBT messages. They shall return to the previous point (5.4) in case a flight plan is cancelled.

5.6 The flight plan exceeding 1 hour after its EOBT will be canceled by the system automatically.

5.7 The airlines shall be responsible for the proper delivery of messages as well as itineraries sent via AMHS or AFTN, according to the approved Flights Permission granted by the DGAC.

5.8 If the aircraft can not depart on time due to technical, operational or other problems, the flight plan will be considered to be canceled and shall not be able to present a flight plan until they comply with the procedures established by the DGAC according to Document No. 0673-2007 MTC/12.

5.9 Media, available at the AIS / ARO Office IN Lima, for the provision, exchange and coordination among agencies and users, shall be the following:

- a) AFTN Address: SPIMYOYX
- b) Telephone Numbers: (511) 2301435, (511) 2301172
- c) E-mail: [aislima@corpac.gob.pe](mailto:aislima@corpac.gob.pe)