

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

WORKING PAPER

FPL/AD/MON — WP/18 23/02/15

FPL Ad hoc Group Missing/duplicated/erroneous Filed flight plan /Flight plan (FPL) evaluation meeting (FPL/AD/MON)

Mexico City, Mexico, 24-26 February 2015

Agenda Item 5Review of airlines' FPL processing capabilities

AIRLINES FPL PROCESSING CAPABILITIES

(Presented by IATA)

	EXECUTIVE SUMMARY
	r present an introduction on the airlines capabilities to process the , CHG, CNL, and DLA.
Action:	The recommended action could be found on part 6.
Strategic Objectives:	• Safety
References:	• Doc 4444

1. Introduction

1.1 The current software capabilities and access to the AFTN, has lead several airlines to implement automatic flight planning systems that are interfaced with the weight and balance information, weather, AIS, OpSpec, etc. in order to create a seamless environment during the planning phase and when creating/transmitting the FPL as well as the relates ATS messages.

1.2.

This automated environment helped the users to:

- Reduce the human error when creating and transmitting the FPL.
- Reduce human errors when gathering information from different sources.
- Increase the efficiency on the information transmission.
- Centralize all the FPL messages transmission.
- Etc.

1.3. Nowadays, many commercial software are available on the market that allows the users, to use and transmit and receive the best available information. The following pictures are providing a quick look into the capabilities that the airlines are having to ensure a seamless environment and the basic procedures that are followed to transmit the FPL and relates ATS messages.

2. Plan the flight

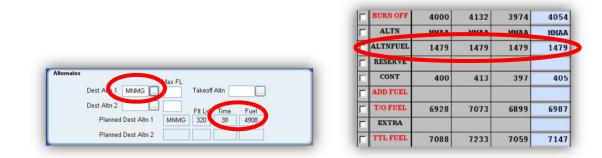
2.1 According to the flight the dispatcher will compare and estimate the most efficient route, the shortest flying time, air navigation services cost, payload, Wx, operations restrictions (NOTAMs, AIC, etc.), MEL, OpSpec, etc.

-							Analysis							
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		Г	MALLW	62500	62500	62500	62500							COSTS
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2.2 *Destination alternate aerodrome*

2.2.1 Please note that on these automated systems, if the alternate aerodrome is required by the ANSP, then the fuel is automatically calculated and it affects directly into the weight and balance estimation. If a "ZZZZ" is required on this field to avoid the ATM system filter, that have this field as mandatory, then the dispatcher must introduce a manual change increasing the chances of human error that could affect the flight.



3. Transmit the appropriate ATS message

3.1. On this stage the dispatcher will review the information already pulled from the database. The information stored on a database by the systems are: airways, SIDs, STARs, ship/register (aircraft type and avionics and equipment are automatically pulled from the ship/register information on the database), AFTN addresses (FIRs, ATS units, others as specified on the AIP or official communication from the ANSP/State), etc.

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3.2 Missing FPLs and AFTN addressing errors

3.2.1 Please note that because the AFTN addresses are also pulled from a database, the chances to fix the case of FPL constantly missing on certain ATS unit, could be easily solved. Once this case is notified to the involved airline, they will update their database in order to correct this deficiency. Afterwards no matter which of the dispatcher is using the system, this error should not happen again.

3.2.2 If required the dispatchers are able to add manually AFTN addresses, nevertheless one of the automation benefits could be affected by unintentional human error. The goal should be filing the FPLs the same way using pre-formatted information every day, automatically and error free per the actual route filed.

Enter Address		Domestic Filing Addresses:	
KZTLZQZX	Add to Dom Filing Addrs	KZTLZQZX	
ATLLCDL ATLLIDL	Add to Other Addresses		- foreigner aus
MUFHZQZX		~	7 EDDFTAIX
MUFHZRZQ MKJKZQZX	< <u>R</u> emove Address	Other Addresses:	SPIMZQZX SEGUZFZX SEQUYFYX SEFGZQZX SKEDZQZX MPZLZQZX MPPCICPX
MHTGZQZX		ATLLCDL	
MHCC7Q7X		ATLLIDL MUFHZQZX	
1	Add to Dom Filing Addrs	MUFHZRZQ	
1	Add To Other Addresses	MKJKZQZX MHTG707Y	
Original ICAO Strip		MHTGZQZX	

3.3 Item 19

3.3.1 Please note that the ITEM 19 is not considered and/or configured under the ICAO format for FPLs, because all the vendors and FPL software providers are compliant with the Doc.4444.

3.3.2 If a SPL is required by a specific ANPS (according to the Annex 11, 5.2.2.1), then a different process is used by the airlines that are transmitting their FPLs via the AFTN in order to comply with the request.

4. CHG, DLA, CNL messages

4.1 If the dispatcher required to send an update using their automated system, they select the same flight and the pre-formatted message (ICAO compliant) will show up.

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5. Conclusions

5.1. No automated system is perfect because it requires the human update or input.

5.2. Not all the FPLs software perform the same way. Some of them requires more steps to get to the final message and the HMIs are different, but the results are the same by reducing the manual inputs, therefore the unintentional human error.

5.3. Few trials are the best way to confirm and gain trust that a new procedure using the available technology today could help maintaining the quality of the information running on the ATS system.

6. Suggested Action:

The meeting is invited to review the information provided that shows how the airline's automated systems and processes to handle the FPL, could help improve the quality of the information delivered to the ANSPs in the region.

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