



International Civil Aviation Organization

MIDANPIRG/21 & RASG-MID/11 Meetings

(Abu Dhabi, UAE, 4 – 8 March 2024)

Agenda Item 5.3: ANS (AIM, PBN, AGA-AOP, ATM-SAR, CNS and MET)

OVERFLIGHT PERMIT NUMBERS IN ITEM 18 OF THE ATS FPL

(Presented by IATA)

SUMMARY
This paper presents the risk created by a growing demand of States mandating the inclusion of overflight permit numbers in item 18 of the Air Traffic Service flight plan message.
Action by the meeting is at paragraph 3
REFERENCE
- ICAO ANNEX 10
- ICAO DOC 4444

1. INTRODUCTION

1.1 The data contained in the Air Traffic Service (ATS) Flight Plan message (FPL) is processed through various systems during its lifecycle.

1.2 The ATS FPL should be addressed to and sent to the departure, destination and nominated alternate aerodrome ATS units as well as every enroute aera control centre along the entirety of its route.

1.3 The ATS FPL message is distributed to all applicable addressees using the Aeronautical Fixed Service (AFS) which comprises amongst others, the Aeronautical Fixed Telecommunication Network (AFTN) and/or the ATS Message Handling System (AMHS).

1.4 The format and make-up of the ATS FPL message is defined in ICAO DOC 4444 and its distribution over the AFS is governed by the standards and recommended practices as described in ICAO Annex 10.

1.5 The requirement for airlines operating in the MID Region to include Overflight Permission numbers in item 18 of the FPL message is increasing.

2. DISCUSSION

2.1 ICAO Doc 4444 Appendix 2 defines the information that shall and should be contained in item 18 of the ATNS FPL message.

2.2 Item 18 shall contain specific details of codes used in items 8, 9, 10, 13 AND 16 of the ATS FPL. All of this is critical information for the safe and efficient management of the flight.

2.3 The available number and format of characters in the ATS FPL message, across all items of the message is limited to not exceed the maximum message length of an AFTN message as per SARPS.

2.4 The risk of exceeding this message length is that critical flight safety data may not reach the Air Traffic Controller in charge of managing the flight.

2.5 MID States that mandate the inclusion of Overflight Permission in item 18 of the ATS FPL message risk the exclusion of critical flight safety and efficiency data reaching the air traffic controller.

2.6 The content of field 18 cannot be tailored to one FIR and will be present for each and every sector the aircraft is operating.

2.7 Field 18 requires manual entry by an aircraft dispatcher and cannot be accommodated.

2.8 Mandating the inclusion of non-standard additional data in item 18.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the information contained in this paper and to remove requirement for the inclusion of overflight permission, and other administrative data in item 18 of the ATS FPL message.