



ICAO

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North American, Central American and Caribbean Office

WORKING PAPER

FPL/AD/MON — WP/17  
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**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 11 Other matters**

**SUPPLEMENTARY INFORMATION ON ITEM 19 OF THE FPL FORMAT**

(Presented by IATA)

<b>EXECUTIVE SUMMARY</b>	
This working paper presents a proposal to be discuss on the taskforce about the supplementary information described on Item 19 of the FPL format, when the airlines uses their automation system to deliver the FPL.	
<b>Action:</b>	Suggested action on part 4.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• Doc 4444</li><li>• Annex 11</li></ul>

**1. Introduction**

1.1 ICAO Doc 4444 provides the way the Item 19 should be treated. No automated system is currently processing this information because it is only used for SAR purposes.

1.2 When migrating to electronic mean to transmit the FPL, by delegating this responsibility to the airlines the item19 information should be kept apart, and not running of the AFTN on regular basis except for contingencies as specified on the Annex 11.

**2. Discussion**

2.1. The following arguments are the reason why the item 19, shouldn't be consider to be transmitted on a regular basis with and for each FPL:

2.2. According to Doc 4444, Chapter 9 (flight information service and alerting service) on paragraph 9.2.2.4, it is stated that this item **is not normally transmitted**; in other words only in exceptional circumstances (Emergency-SAR):

9.2.2.4 In obtaining the necessary information as required under 5.2.2.1 of Annex 11, attention shall particularly be given to informing the relevant rescue coordination centre of the distress frequencies available to survivors, as listed in Item 19 of the flight plan **but not normally transmitted.**

2.3. Annex 11 under paragraph 5.2.2.1, states that the information (Item 19) that is not available when reporting to the rescue coordination center, it should gather by the involved ATS unit, before the distress phase declaration.

5.2.2 The notification shall contain such of the following information as is available in the order listed:

- a) INCERFA, ALERFA or DETRESFA, as appropriate to the phase of the emergency;
- b) agency and person calling;
- c) nature of the emergency;
- d) significant information from the flight plan;
- e) unit which made last contact, time and means used;
- f) last position report and how determined;
- g) **colour and distinctive marks of aircraft;**
- h) **dangerous goods carried as cargo;**
- i) any action taken by reporting office; and
- j) other pertinent remarks.

5.2.2.1 **Recommendation.**— *Such part of the information specified in 5.2.2, **which is not available at the time notification is made to a rescue coordination centre, should be sought by an air traffic services unit prior to the declaration of a distress phase, if there is reasonable certainty that this phase will eventuate.***

2.4. On Doc 4444, Appendix 2 “Flight Plan”, under paragraph 2.2, states that Item 19 should be filled:

- **when so required** by the appropriate ATS authority (SAR-emergency) or,
- when otherwise deemed necessary

#### 2.2 Instructions for insertion of ATS data

*Complete Items 7 to 18 as indicated hereunder.*

*Complete also Item 19 as indicated hereunder, when so required by the appropriate ATS authority or when otherwise deemed necessary.*

2.5 On Doc 4444, Appendix A, page 2 “FPL format”, Item 19, it says:

*SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES)*

### 3. Conclusions

3.1 The information contained in Item 19, should not be requested as part of a normal procedure.

3.2 When required by the ATS authority due to in an emergency or exceptional event (SAR or any alert phase), this information could be provided by the airlines. The airlines are having an emergency response team, flight dispatching units, and other technical personal that could attend this need.

3.3 The ANSPs, as previously recommended could request this PoC information in a MoU, LoA or similar in order to validate and identify the right channel and means to reach the right airlines staff or emergency group.

### 4. Suggested Action

4.1 The meeting is invited to review the information provided, in order to formalize the procedure to deliver and request the Item 19 information in the region.