



ICAO

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

WORKING PAPER

AIM/FPL/AIDC — WP/02  
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**Aeronautical Information Management (AIM), Flight Plan (FPL) Error Management and Air Traffic Services Inter-facility Data Communication (AIDC), Meeting (AIM/FPL/AIDC/1)**

Tegucigalpa, Honduras, 30 October to 3 November 2017

**Agenda Item 7: Impact of FPL errors in AIDC**

**Implementing the changes in aircraft types as defined in ICAO Document 8643 - Aircraft Type Designators**

(Presented by United States of America)

EXECUTIVE SUMMARY	
<p>This paper presents one of the many activities involved in managing Flight Information Region data updates. The aircraft type data must be current for the systems which process flight plans and process messages using Automated Data Exchange across international boundaries. The United States in this paper addresses ICAO Document 8643 and the aircraft type changes which beginning in 2017 are updated on a monthly basis.</p>	
<b>Action:</b>	Utilize the information and examples within this working paper to plan, process and execute systems updates to stay current with flight plan filers and synchronize with adjacent FIRs in automated processing of ATC data.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li><li>• Air Navigation Capacity and Efficiency</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• ICAO Doc 4444 – <i>Air Traffic Management</i>, ICAO Doc 8643 - <i>Aircraft Type Designators</i></li></ul>

**1. Introduction**

1.1 Beginning in 2017 ICAO began updating the *Document 8643 Aircraft Designators* database on a monthly basis. In the past the document was updated annually, it is still published once a year in hard copy. The online version of the document consists of over ten thousand aircraft types and is updated monthly. The Aircraft Designators can be accessed on the ICAO webpage. The webpage can be found at:

<http://www.icao.int/publications/DOC8643/Pages/Search.aspx>

Notice of last update and next update is displayed on the main page as in the following example:

**Last Updated: 14 September 2017      Next Scheduled Update:      12 October 2017**

The database changes are not readily apparent as types and associated data are not listed as new or deleted online but are intermingled with searchable existing types on the website.

## **2. Discussion**

2.1 The FAA has attached a briefing which provides an overview of basic issues which arise from incorporating aircraft type changes in systems update cycles at an interval more often than was done in the past. We are sure that requests from customers drove the change of migrating from annually to monthly. At first look the changes appear to be minor but the systems impact is more significant than first anticipated. As the FAA coordinated with our international neighbours it was apparent implementing the updates are more complicated than originally anticipated. The attached briefing speaks to some of the issues and how getting the aircraft type change data monthly is being accommodated by the United States If facilities have not noticed that the changes are occurring monthly versus annually it's only a matter of time before flight plan filing failures or system interface errors bring it to their attention. Technically, it is at the option of the flight plan filer to begin filing a new or modified type when it is published in ICAO 8643 online. Rejecting a Filed Flight Plan (FPL) will bring the issue of the disparity between published types and filed types to the forefront and demand it be resolved.

## **3. Conclusion**

3.1 Updating systems to reflect current information is often a challenge with the ever support changing data that must be accommodated. As seen in the Aircraft Type Briefing, developing a procedure or solution which serves the customer base yet does not require an inordinate amount of the manpower spent in database maintenance, is not a simple task. We recognize the need of having the most accurate information in our systems supports safety objectives, through standardization and promotes economic harmonized efficiencies. Some of the coordination with adjacent facilities may be minimal if the aircraft does not fly in that specific area. However, as automation becomes more prevalent in our systems system update process for changed data to accommodate recurring errors will need to be addressed and corrected.

## **4. Action by the Meeting**

4.1 The meeting is invited to:

- a) request individual NACC states to utilize the current Aircraft Type Briefing information within this working paper; and,
- b) briefing to gather the necessary information, evaluate the operational/technical requirements and formulate the information update strategies to support the changing data for accurate processing.