



# ICAO

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

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WORKING PAPER

NACC/DCA/07 — WP/25  
14/09/17

**Seventh Meeting of the North American, Central American and Caribbean Directors of Civil Aviation  
(NACC/DCA/07)**

Washington, D. C., United States, 19 – 21 September 2017

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**Agenda Item 5: NAM/CAR Regional Safety/Air Navigation/Aviation Security Implementation Matters**

**5.2 Effectiveness of air navigation implementation mechanisms**

**FPL - REGIONAL HARMONIZATION AND BEST PRACTICES**

(Presented by IATA)

EXECUTIVE SUMMARY	
This working paper presents IATA's position on the need to harmonise the flight plan filing processes in the NAM and CAR regions.	
<b>Action:</b>	Described in point 3
<b>Strategic Objectives:</b>	<ul style="list-style-type: none"><li>• Safety</li></ul>
<b>References:</b>	<ul style="list-style-type: none"><li>• SAMIG13 WP15</li><li>• SAMIG13 WP33</li><li>• SAMIG14 IP14</li><li>• SAMIG14 IP16</li><li>• NACCWG4 WP28</li><li>• NACCWG4 WP36</li><li>• GREPECAS/17 WP35</li><li>• GREPECAS/17 WP36</li><li>• CANSO: Best Practice Guide to Crossing Flight Information Region Boundaries</li><li>• ICAO PANS ATM Doc.4444</li></ul>

**1. Introduction**

1.1 Several error reports were identified by the states and airlines, during the last years describing safety events related to the flight planning processes.

1.2 As result of several analysis performed by the FPL monitoring group and IATA, the following causes were detected as the root cause of the problems:

- Missing FPLs
- Wrong information in the FPL operational fields
- Duplicated/multiple FPLs
- Requirement of DEST ALTN as a mandatory field (for flights with destination to USA only)
- Lack of standardization when presenting FPLs due to different requirements across the CAR/SAM published in AIPs
  - paper format,
  - WEB,
  - AFTN/AMHS to only the departing ARO/AIS unit
  - ATFN/AMHS to all involved ATS units
  - A combination of some of previous points
- Lack of standardization to process the FPL update messages (CHG, DLA, CNL) originated by the airlines AFTN addresses.
- Lack of training with feedback on errors founded in other ANSPs/Organizations

## 2. Discussion

2.1 During the last NACCWG5 meeting, a very proactive discussion was held by the participants agreeing that the different efforts were dissipated due to the different possible causes of errors that could be effective in some cases and not in other where the ANSP have different applicable procedures across the region.

2.2 For this reason the decision NACC/WG/5/4 was:

### *PROCEDURE FOR HOMOGENEOUS ISSUANCE OF FLIGHT PLANS*

*That, in order to reduce the causes of errors in flight plans, the Task Force AIDC develop a procedure for the homogeneous issuance of flight plans applicable for the NAM/CAR Regions with the goal of possibly including it in ICAO Doc 7030 - Regional Supplementary Procedures by 31 October 2017.*

2.3 On this regard, IATA express the full support to this initiative and encourage the states/ANSPs to follow other live examples including best practices from USA, Canada, among others by delegating the origination of FPLs (and update messages) according to the PANS ATM Doc.4444, 11.2.1.1.1 and appendix 2 (2.1), in order to have only 1 source of information and procedure applicable for the region, so any mitigation could work in every country.

2.4 Under the same harmonization spirit we also encourage to include within the Doc 7030 update, the harmonized procedures applicable for the use of DEST ALTN aerodrome according to the ICAO PANS ATM Doc4444, appendix 3, following the ICAO annex 6 exception applicable for flight only with destination to USA, where this exception could be applied.

### **3. Suggested Actions**

3.1 The Meeting is invited to:

- a) Review the information provided on this WP;
- b) Support the Doc 7030 amendment proposal including the harmonized procedures for:
  - i. Origination of FPLs and update messages (by delegation)
  - ii. Harmonized procedure to recognise the DEST ALTN as an optional field for flight from LATAM/CAR to the USA that applies the exception described on the ICAO Annex 6