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INFORMATION PAPER

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Eighth Eastern Caribbean Civil Aviation Technical Group (E/CAR/CATG/8) Meeting
Miami, United States, 22 to 24 October 2024

- Agenda Item 4: Update of the E/CAR/CATG Work Programme and Activities**
4.1 Review and Identification of E/CAR/CATG main priorities and focus areas

DUPLICATE FLIGHT PLANS AFFECTS THE EFFICIENT COORDINATION OF OCEANIC FLIGHTS BETWEEN PIARCO AREA CONTROL CENTRE AND NEW YORK AIR ROUTE TRAFFIC CONTROL CENTRE (ARTCC)

(Presented by Trinidad and Tobago)

EXECUTIVE SUMMARY	
Duplicate Flight Plans generates error and increases workload during the coordination and issuance of New York Oceanic FIR (KZWY), Oceanic Clearances issued by Piarco Air Traffic Control (ATC) for East Bound flights which enter New York Oceanic from Piarco FIR (TTZP).	
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency•
<i>References:</i>	<ul style="list-style-type: none">• ICAO Annex 11 - Air Traffic Services 15th ed.• ICAO Doc 4444 - Air Traffic Management 16th ed.

1. Introduction

1.1 Historically, Piarco Air Traffic Services facilitates the issuance of Oceanic Clearances for Eastbound flights which enter New York (KZWY) airspace from Piarco (TTZP) airspace.

1.2 The coordination process with New York Air Route Traffic Control Centre (ARTCC) for Eastbound involves, in addition to the boundary estimate (position, time, flight level and Mach number), reading the entire requested route of flight from the TTZP/KZWY common FIR boundary until the first landfall waypoint.

1.3 Piarco Area Control Centre (ACC) then transmits the New York ARTCC approved route via Very High Frequency (VHF) or High Frequency (HF) voice communication to the flight.

1.4 Piarco ACC confirms the Pilot's read back via the same mode of transmission.

2. Coordination and Issuance of Oceanic Clearances

2.1 The development of a mechanism to ensure all parties involved are working with the same Flight Plan will reduce the potential for errors and the time taken in the flight coordination processes.

2.2 Differences in flight plans between the Airline and Air Traffic Services Units which are discovered during the issuance of the Oceanic Airways Clearances (OAC) over VHF can result in communication congestions on the Frequency and read back errors which impacts safety and efficiency.

2.3 It is therefore proposed that the coordination and issuance of Oceanic Clearances be replaced by another means such as, ATS Inter-Facility Data Communication (AIDC) or Controller Pilot Data Link Communications (CPDLC). Piarco ATC is investigating this as a near term solution but it is dependent on the implementation of AIDC on the TTZP/KZWH boundary.

2.4 Duplicate and non-standard Flight Plans management practices by filing entities is foreseen as a challenge to full and successful implementation of 2.3.

3. Conclusion

3.1 The Meeting is invited to note the information presented and suggest any solution/s towards the elimination of duplicate flight plans.