

FLIGHT PLAN FILING PROCEDURES IN THE SAM REGION

ARGENTINA

Regarding the processing of FPLs in accordance with national regulations, paper forms can be initially filed at an ARO-AIS office and transmitted *via* AMHS to the units involved, or by phone or in flight through the A/G frequency.

The filing of RPLs is also regulated, as published in the AIP of Argentina. It should be noted that the filing of RPLs is not being used.

Additionally, the ACCs of Argentina have a flight data position, where an air traffic controller receives and controls FPLs through an AMHS channel.

In 2015, coordination started between the service provider and the operators LATAM Argentina and Aerolíneas Argentinas to study the possibility of using the information digitally produced by the flight planning systems hired by said operators, in the communication systems of the service provider, which produced the FPLs of all planned flights, which were then submitted by the operators in hard copy to the ARO/AIS offices involved.

To this end, coordination meetings were held between the aeronautical authority, ANAC, and the aforementioned actors. Personnel of the service provider and the operator conducted tests in early 2016 using the AMHS channel, with the inclusion of the ARO/AIS units of Aeroparque, Ezeiza and the INDRA automated centre at the EZE ACC.

These tests were successful, and use was extended to all ARO/AIS units in charge of planning the flights of the aforementioned companies.

This procedure permits reception of flight plans by the LIDO or JEPPESEN systems up to 4 hours before, with the advantage that they contain the data of the flight that will be actually conducted, significantly reducing errors in the data contained therein.

It should be noted that the aforementioned provision on FPL processing continues to be applied, and the control function of the ARO/AIS operator is not replaced by the systems hired by the operators.

BRAZIL

Brazil has as goal, to implement the centralized treatment of flight plans, as part of the implementation of SIGMA system (Air Movement Integrated System in use by CGNA – Air Navigation Management Centre). Under this concept, SIGMA validates the syntax, based on the analysis of the content of each field of the flight plan form (FPL) and in accordance with MCA 100-11- “*Preenchimento dos Formulários de Plano de Voo*”.

It also validates the semantics, which refers to the consistency among FPL boxes, based on the specifications of each flight, such as preferred routes, restricted aerodromes, enabled and activated airspaces, and others. All this automated process starts with the completion of the flight plan and ends when clicking on the VALIDATE button. If there is any inconsistency, the user will be informed in order to make corrections as needed.

At present Brazil accepts domestic flight plans through internet in its whole territory, as set by AIC-9N dated 15 May 2016 – “Sending flight plans by internet”. Additionally 6 AIS – CAIS regional centres were implemented in Brasilia, Curitiba, Recife, Rio de Janeiro and Sao Paulo, as well as AIS offices in aerodromes of Belo Horizonte, Campinas, Confins and Guarulhos that use SIGMA system in filling flight plans and making the semantic validation. Likewise, flight plans can also be received by phone, fax, or in person at the AIS offices or in CAIS.

In this framework, the FLP filling in AMHS terminals is made only as alternative in case of communication failure between the application and SIGMA system. In this process, the FLP validated will be analysed by SIGMA from a flow management perspective (demand vs. capacity) and, if approved, are directly transmitted to the ACCs, which relay them to the TWRs and APPs involved.

Another on-going project is the integration of automated systems of TWR and ACC/APP, using OLDI protocol and ADEXP messages, which allows more integrity of flight plan data used by centers involved.

Regarding the repetitive flight plan (RPL), Brazil applies this type of procedure for scheduled, charter, and postal flights authorised by ANAC, and is reproduced with the same basic characteristics for at least 10 (ten) flights, for a minimum period of 2 (two) months. RPLs are standardised through ICA 100-11 – Plano de Voo. A basic requirement for using RPLs is that data must be highly stable, so any changes can be easily made.

The RPL is filed using electronic media, the Internet, and, alternatively, by fax, or in person at the repetitive flight plan centre. Non-repetitive flight data, such as an alternate, range, and number of people on board, shall be sent prior to take-off, by radiotelephone, to the control tower, aerodrome of departure, or aeronautical telecommunication station.

Airlines must request the repetitive flight plan at least ten (10) days before the beginning of each of the periods described below:

- a) from the first to the tenth day of the month;
- b) from the eleventh to the twentieth day of the month; and
- c) from the twenty-first to the last day of each month.

Changes, delays, and temporary cancellations can be made to a flight in a planned RPL series. Permanent modifications that involve the addition of new flights, the deletion or modification of flights, in the RPL lists will be presented in the form of a new flight plan with the same advance notice.

CHILE

All flight plans have to be sent to ARO offices via AFTN, e-mail or presenting ATC-1 (FPL) form on ARO fronting desk.

The regulation allows sending a flight plan by any written means. There is also the possibility to present a flight plan at ATC through radio frequency (AFIL).

The process is as follows:

- Flight plan presented by the user (pilot, dispatcher, airline, etc.)
- Flight plan accepted. Review and advisory by ARO office in this part of the process.
- Flight plan transmitted to all ATS dependencies involved in the route.

IFIS system (flight plan presentation through internet) is only available for domestic users of general aviation (small aircrafts). Air operators are not allowed to send FPL via IFIS. Flight plans filled by IFIS are validated by the system and directly registered in FDP of automated systems.

Flight plans send by operators of flight plan service are registered in FDP pf automated system.

ECUADOR

Based on the implementation of Amendment 1 to the Procedures for air navigation services – Air traffic management (PANS ATM - Doc 4444, 15th edition) of the International Civil Aviation Organization (ICAO), the implementation of new procedures and the content of the flight plan and its associated messages in Ecuador are defined as follows:

Procedures for filing a flight plan

- Flight plans will be physically filed at the AIS-AD room of the air navigation services at the aerodrome of departure.
- Filing of flight plans within Ecuadorian territory through the Internet flight information system (IFIS), whether by the pilot-in-command or his/her authorised representative, based on national technical aeronautical regulations on the filing of flight plans within Ecuadorian territory.
- When the operations office of the aircraft operator at the aerodrome of departure uses e-mail as the means to communicate with the AIS-AD room, the filing of the referential flight plan using this medium will be permitted, after which the original forms shall be filed on the same day, no later than 2300 UTC.
- The filing of the flight plan by telephone will not be accepted, nor its submission by individuals other than the pilot-in-command or his/her duly accredited and authorised representative.

The duration of the flight plans will be:

30 minutes for domestic FPL

60 minutes for international FPL

PANAMA

Panama has the THALES ANAIS system for flight plan processing.

In accordance with the AIP of Panama (ENR1.10-1), all users must file a flight plan in accordance with the flight plan format contained in Doc 4444, at least one hour before departure.

The user must notify ATM units of any changes (amendments) to the FPL, on a timely basis.

Users that have dispatch offices with a service capable of linking to the AMHS network shall transmit the FPL to the appropriate ATM units once approved by the authority.

Every AIS-AD unit that receives an FPL will immediately transmit it to the ATM services, addressed to MPZLZQZX and the airports and ACCs involved.

PARAGUAY

The operator files the flight plan in writing to the AIS unit.

The AIS unit transcribes the flight plan, which is addressed and transmitted *via* AMHS.

The flight plan is entered in the AMHS and, in turn, addressed to the automated system through a point-to-point connection to the FDP.

The FDP does the processing and sends the flight plan to the flight plan generation and correction position.

Obs: All flight plans entered in the automated system are sent *via* the AMHS.

An IFPL application (flight plan presentation via INTERNET) developed by company Radio COM is available for domestic flights.

PERÚ

Regular operators can present their flight plans (FPL) through AMHS or AFTN directly to the Lima ACC address, sending a copy to departing, arriving and alternative airdromes and to other ACC involved in the flight in according to AIC 04/2017. Operators working under requirements of this AIC are also responsible of issuing CHG, DLA or CNS corresponding messages.

For the rest of operators the procedure is as follows:

- a) Flight plans (FPL), are presented in hard copy, e-mail, fax or telephone, directly to the ARO/AIS Office of departure airdrome.
- b) The AIS expert in charge receives the FPL and analyses and verifies if it was duly completed according to ICAO Doc 4444. Likewise, he/she advises the pilot or the representative of the company on how to correct the FPL in case of errors, in correspondence with ICAO standards, documents and letters of agreement.

- c) The AIS expert makes the transcription of the flight plan and transmits it through a FPD station to the ATS involved. A user agent (AMHS) will send the FPLs in case of failure of the FDP. A copy of the message is received by the FDP system, for its automatic processing and recording in the data base if accurate data has been entered

The FPL shall be submitted or sent at least 1 hour before the EOBT, and will remain in force until 1 hour after the EOBT. Then will be cancelled automatically. The operators are responsible for promptly manage any delay or change in the EOBT to avoid inconveniences at the departure of their flights.

The use of repetitive flight plans (RPL) is also allowed. Companies using RPL must submit them obligatorily one week prior the end of each month. These RPL correspond exclusively to commercial flight.

URUGUAY

The presentation of FPL is based on AIP Uruguay ENR 1.10-1.

International FPL

The presentation of the flight plan must be made without exception, before departure in the Operations Office (Flight Plan) at the departure airdrome which is responsible of filling the FPL in the system.

FPL reception

The Operations Department of DINACIA of Carrasco International Airport receives flight plans through the following means: 1) in person at the department' office, 2) by Fax # (598) 26040311, 3) by E-mail: plandevuelo@dinacia.gub.uy. All those FPLs are registered in the automated system.

National FPL

For domestic flights and/or when the operations office does not exist/functioning at the departing airdrome, FPL can be routed through the Aeronautical Telecommunications Station (CXK), through telephone 0800 PLAN (0800-7536 or 2604 0251 Ext. 5123).

RPL presentation is based on AIP Uruguay ENR 1.11-4.

The operator first will present by means and addresses indicated in ENR 1.11-5, the list of RPL and/or its corresponding amendments and them will be registered in the system.

FPL forms and RLP Doc 4444

Error types:

- Aircraft not entering FIR and not being alternated
- Duplicated plans
- Plan origin (no route, PBN)
- FPL missing (DEP, EST.)
- Data base (solution in progress)
- FLP form (free text)

VENEZUELA

Every aircraft that files a domestic or international flight plan, whether civilian, commercial, or military, must complete the physical flight plan format established to that end.

This flight plan must be presented to the appropriate AIS authority or unit, which will validate and authorise the flight plan.

Once the flight plan is authorised, the communications office will arrange for the entry of the flight plan into the AMHS or AFTN system so that it will reach the FDP.

Repetitive flight plans also exist in the automated system of the ACC. These flight plans are the commercial itineraries. However, these flight plans are also received by the AIS office (although not obligatory) and, when processed, generate duplication in the FDP system. Venezuela has incorporated Amendment 1 to Edition 15 of Doc 4444 into its flight plan.
