

Flight Plan Filers' (FPF) Telcon Minutes

7th May 2014

Attendees-

- FAA Headquarters: Dan Eaves, Ray Ahlberg, Sean Bodkin
- FAA Technical Center:
- FAA Headquarters Contractor: Joe Poirier
- Other Participants: AISR, Facilities, Airlines, Filing Services, Lockheed Martin, Non-US ATC Organizations.

Discussion-

- Sean Bodkin moderated the telcon
- Flight Plan Filers website link:
http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/flight_plan_filing/

Houston OAPM Briefing (Mark Phipps, Mike Kingsley and Bill Crowe)

- Scheduled for May 29 2014
- SIDs and STARs are setup to support runway configurations based on conditions
 - Procedures and background material sent out in advance of telcon, can be requested by emailing (Sean.Bodkin@faa.gov)
- An open conference bridge will be available the day of transition for any questions or issues that arise
 - 888-335-6670 passcode 770567 0600 CDT
- John from NBAA: Are satellite arrivals directionally based?
- No, these will not be directionally based
- ExpressJet: Is it true that routes that are coded 1p are west and 2p are east?
- The briefing materials should contain this info, unsure at time of telcon
- Rockwell Collins: If the NAV database is not updated and results in a wrong SID/STAR will computer correct this or could it still file an incorrect directional route?
- Automation will catch it and controllers will re-clear flight based on current direction, also hope to update database
- Jacksonville ARTCC: Have issues with how aircraft are filing RNP/RNAV with regards to ICAO flight planning, has there been an effort to address proper filing?
- Has been a part of the discussion, have worked with filers and POCs but may need to address flying capabilities of aircraft and filing
- NBAA: Contingency plan in NOTAMs should cover this correct?
- It should unless there are some aircraft incorrectly filed due to being misinformed about equipage or capabilities
- Ray: At HQs we have been tracking incorrect filings and attempting to work with filers and stakeholders
- FedEx: confused on why SKNRD and TWSTD with same transition fix and direction for RNAV?
- Dual STARs in PBN-world spaces aircraft further apart at top of descent, this maximizes the down-wind with airplanes spreads them further apart on two STARs

- If one direction is being filed too heavily than TMU will reach out and start moving some aircraft to other STAR
- FedEx: may be confusing to dispatch as to which STAR to file
- Forward any questions to above presenters or Sean.Bodkin@faa.gov

Ray Ahlberg- FAA Headquarters

- Updated Operational Specifications Guidance table on website in addition to other updates that have occurred recently
- FAA Task force looking at duplicate flight plan filing issue that has been discussed previously
- SID/STAR issues, some guidance has gone out to the field

Web Resources & Guidance-

FAA ICAO 2012 website (updated)

http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/flight_plan_filing/

ICAO FITS website:

<http://www2.icao.int/en/FITS/Pages/home.aspx>

Asia Pacific Region website:

<http://www.bangkok.icao.int/>

EuroControl website

<http://www.eurocontrol.int/articles/icao-flight-planning-modifications-2012>

NavCanada website

www.navcanada.ca/onboard

Next Flight Plan Filers 'Telcon

Date: Wednesday June 4th 2014

Time: 1:00 – 2:00p.m. Eastern Time, 1800 UTC

Dial-In Information:

888-924-3230 (U.S.)

609-916-1975 (Outside U.S.)

Passcode: **448524#**