

Meeting of The Cross Polar Working Group Air Navigation Service Providers (CPWG-PM1)

(Paris, France May May 22-24, 2019)

Agenda Item 5: Air Traffic Management (ATM) Issues

DEPARTURE (DEP) MESSAGES

(Action Item #CP17-10)

(Presented by United States / Federal Aviation Administration)

SUMMARY

This paper presents information on the United States FAA Corrective Action Plan (CAP) to correct non-compliance with PANS-ATM 11.4.2.2 (DEP Messages).

1 Introduction

1.1. The United States recognizes that Departure (DEP) messages provide important information related to the activation of an aircraft's flight in both manual and automated systems. ICAO Doc 4444 stipulates that a DEP message shall be transmitted immediately after the departure of an aircraft for which basic flight plan data has been previously distributed. It is the responsibility of the ATS unit serving the departure aerodrome to transmit the DEP message to all recipients of the basic flight plan data. The DEP message usually provides the first real-time aircraft movement information, ensuring accurate demand predictions in Air Traffic Flow Management (ATFM) processes.

2 Discussion

2.1. On June 14, 2018, the Regional Director of the Asia/Pacific ICAO Region (APANPIRG) notified the FAA of their non-compliance with ICAO Doc 4444, PANS-ATM, 11.4.2.2 (DEP Messages). The notification included data analysis covering the 24-hour period for March 03, 2018, for all aircraft entering the Asia/Pacific Region without a DEP message being sent by the departure air traffic service provider. Globally, there were a total of 582 instances of non-received DEP messages for flights entering one or more Flight Information Regions administered by the five Asia/Pacific States participating in the data collection. For this one 24-hour period, 44 of the 582 aircraft noted in the data analysis departed from 16 airports within FAA airspace. The APANPIRG has requested that the FAA conduct analysis and take corrective action to ensure compliance with PANS-ATM 11.4.2.2 (DEP Messages).

2.2. FAA Order JO 7110.10Z, *Flight Services*, Chapter 7 International Operations, paragraphs 7-1-8 and 7-1-10 require that a DEP message must be transmitted by the ARTCC within which the departure airport lies to all known recipients of an Instrument Flight Rule (IFR) flight plan (FPL) message. FAA Order JO 7210.3AA, *Facility Operation and Administration*, paragraph 6-3-4, requires the Air Traffic Managers to establish local orders prescribing DEP message transmission procedures.

2.3. In developing the CAP, each ARTCC conducted an analysis of their processes to transmit DEP messages. Common causal factors for the non-compliance were identified. Corrective action strategies were developed to standardize the procedures and mitigate these causal factors across all ARTCCs.

2.4. A Corrective Action Plan (CAP) was developed and distributed to all ARTCCs to implement this CAP.

- 2.4.1 Each ARTCC manager must develop a comprehensive local directive to clearly define procedures to ensure DEP messages are properly handled.
- 2.4.2 Each facility will develop annual refresher training for DEP Message processing.
- 2.4.3 Each facility must conduct annual compliance verification that procedures are being followed.
- 2.4.4 Compliance with requirements to process DEP Messages will be monitored by the three FAA Service Centers.

3 Action By The Meeting

- 3.1. The FAA is requesting quarterly reports on all aircraft departing an airport under the jurisdiction of the United States that enters another ANSP's delegated airspace without receiving a DEP message.