

**Twenty-Sixth Meeting of the Cross Polar Trans East Air Traffic Management Providers'
Work Group (CPWG/26)**

(Vancouver, Canada October 30-November 1, 2018)

Agenda Item 6: CPWG Action Item Update

DEPARTURE (DEP) MESSAGES

(Action Item #CP17-10)

(Presented by United States / Federal Aviation Administration)

SUMMARY

This paper presents the importance of departure messages and States Non-Compliance with ICAO Doc 4444 PANS-ATM 11.4.2.2 (DEP Messages)

1 Introduction

1.1. 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. DEP message transmissions to all recipients of the basic flight plan data are the responsibility of the ATS unit serving the departure aerodrome. The DEP message helps verify the anticipated demand, verify Calculated Take-Off Time (CTOT) adherence and support statistical analysis of the Air Traffic Flow Management (ATFM) measure. Ensuring timely transmission of DEP messages helps to facilitate accurate demand predictions and post operations data analysis.

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.

2.3. The FAA is currently developing a Corrective Action Plan (CAP) that will bring FAA facilities into compliance with FAA Order JO 7110.10Z and the ICAO Doc 4444, PANS-ATM requirements to transmit DEP messages. The FAA will identify the root causes for the non-compliance and develop a CAP to mitigate these causes and bring FAA facilities into compliance. Additionally, the FAA is

examining the feasibility of making DEP message transmission an automated or centralized process. The FAA is also studying the possibility of the original flight plan filer sending the DEP message. Either of these innovations, if implemented, will require cooperation across several FAA organizations and possible collaboration with groups outside of the FAA.

3 Recommendation

- 3.1. The Meeting is invited to note the information provided in this paper.