**FANS Interoperability Team Meeting**

**(FIT/23)**

**Surfers Paradise, Australia**

**15th March 2016**

**Agenda Item 5 – Working Papers**

**Reporting back on route following a weather deviation**

**Presented by Airservices Australia**

**SUMMARY**

Safety incident reports continue to be filed against flight crews for incorrectly reporting “Back on Route”

**1. INTRODUCTION**

* 1. Despite CPDLC being used for communications for nearly 20 years, problems are still being experienced with flight crews incorrectly reporting back on route following a weather deviation.

**2. DISCUSSION**

2.1 The CPDLC message set contains a message element (DM41 BACK ON ROUTE) to permit the flight crew to advise that they are back on route. The intent of this message element is that it is used following a weather deviation to notify ATC that “the aircraft has regained the cleared route.”

2.2 On many occasions, flight crews report back on route despite not being located on the cleared route. The most common occurrence of this error occurs when on completion of a weather deviation, the aircraft tracks directly to a downstream waypoint and downlinks BACK ON ROUTE.

2.3 The result is that ATC (or the ATC system) considered that the aircraft is on the cleared route, whereas the aircraft is actually still off route, tracking to rejoin the cleared route. This has the potential to result in a loss of separation, due to airspace not being correctly “protected”.

2.4 The attached AIC was published by Airservices Australia during 2015 in an attempt to provide flight crew guidance concerning weather deviations and reporting back on route. While it may have had a positive effect at the time, it has not prevented continued occurrences of the problem.

**3. ACTION BY THE MEETING**

3.1The meeting is invited to:

 a) Consider liaising with ICAO for wider spread dissemination of correct flight crew procedures associated with weather deviations

**Reference**

GOLD 4.3.7, 5.7

**Attachment**

Australian AIC H11/15