

BRAZIL

MINISTRY OF DEFENSE - AERONAUTICS COMMAND

DEPARTMENT OF AIRSPACE CONTROL

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AIC

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FLIGHT PLAN CENTRALIZATION

CENTRALIZING MODULE

Validity period: from 08 APR 2021 to PERM.

1 PRELIMINARY ARRANGEMENTS

1.1 PURPOSE

The purpose of this Aeronautical Information Circular (AIC) is to present the **Centralizing Module** implemented in SIGMA - Integrated System for Air Movement Management - and the evolution planned by DECEA for the Centralization of Flight Plans in SISCEAB - Brazilian Airspace Control System.

1.2 SCOPE

This AIC applies to the process of submission, modification and distribution of flight plan messages and corresponding update messages at SISCEAB and, consequently, to all professionals involved in these processes.

1.3 DATE OF APPLICABILITY

The information described in this AIC is applicable to everyone involved, with the following purposes:

- a) For knowledge about the operationalization and implementation of the Centralizing Module in an evolutionary and transparent way for users as of 11 APR 2021, with the insertion by the Centralizing Module of an alphanumeric code of 7 (eight) digits in the RMK indicator in field 18 of a FPL message;
- b) For knowledge on the creation and insertion by the Centralizing Module of an alphanumeric code of 8 (eight) digits in the RMK indicator in field 18 of a FPL message, as of 09 MAY 2021 for flights departing from FIR-RE (Recife Flight Information Region);
- c) For knowledge and optional use by Airlines with Regular Flights of the web service for batch filing a FPL; and

- d) For knowledge that this publication defines that all new operational procedures related to the Centralizing Module applicable to those involved on a mandatory basis will be informed through an update of this AIC.

2 GENERAL PROVISIONS

2.1 BACKGROUND

2.1.1 In the context of Global Air Traffic, in terms of ATM information exchange, countless professionals are involved, as well as several processes related to the receipt, analysis and distribution of flight plans and their update messages.

2.1.2 This diversity of processes and stakeholders makes semantic and syntactic validation difficult in the case of ATS messages and sometimes results in loss or duplication of information.

2.1.3 With the operationalization of the Global ATM Concept, in which a greater wealth of information from the aeronautical domain exchanged between Air Navigation Service Providers (ANSP) and users is the pillar of the Future Air Traffic Management System, services and systems related to the exchange of information should evolve in order to mitigate the existing and future obstacles, given that the problems may intensify, if a systemic transformation in the processes of acquisition, management and distribution of information does not occur.

2.1.4 DECEA paves the way for the future Centralized Management of Flight Plans with the objective of optimizing current systems, promoting the definition of new processes, procedures and practices related to the exchange of ATS messages, with a view to reducing the various interrelationships and steps in processing of flight plans and their update messages, in addition to, in the short term, mitigating the possible obstacles existing in the Brazilian scenario.

2.1.5 The SIGMA Flight Plan Centralizing Module appears as one of the stages of modernization of the SISCEAB Systems, in order to centralize the receipt, validation and distribution of flight plans to all users and to pave the way for the centralized implementation of flight intentions at CGNA - Air Navigation Management Center.

2.2 CENTRALIZING MODE

2.2.1 GOALS

2.2.1.1 One of the specific and direct objectives of the Centralizing Module is to reduce the number of sources of flight plan data to a single point, thus maximizing the consistency of operationally available flight data.

2.2.1.2 The Centralizing Module was conceived with the intention of consolidating itself as the Single System at SISCEAB aimed at receiving, validating and forwarding the ATS messages processed among the ATS Units, airlines, pilots and other parties and, thus, being the valid source of all Flight Plan information exchanged between all parties or stakeholders.

2.2.1.3 In the scenario envisioned by DECEA, with its implementation, there will be a significant reduction in errors, delays and losses of ATS information, as well as the optimization and efficiency of human interference during the process of receiving, validating and distributing flight plans in the Brazilian airspace.

2.2.2 FEATURES

2.2.2.1 All current forms of filing a Flight Plan by the user, that is, through PLNI, FPL-BR, PLNA, CPVR (RPL), AMHS, in person or by phone and radiotelephony (AFIL), will remain fully unchanged and transparent, even with the initial operationalization and implementation of the Centralizing Module.

2.2.2.2 A new form is emerging for companies that operate regular flights. The Centralizing Module offers a web service to batch file Flight Plans, the use of which will be optional.

2.2.2.3 Through the web service, it will be possible to exchange ATS messages – FPL and update messages - in batch with the Centralizing Module, which will perform the syntactic and semantic validations of each message received, providing the airline a response based on the processing result.

2.2.2.4 To use the web service, airlines must contact the SIGMA administrator by means of a specific telephone number, which will be available in due course, at the CGNA operational portal, which will provide additional information and authentication and authorization means, such as login and password.

2.2.2.5 Additionally, the Centralizing Module will assign, that is, create and allocate, in a single way and in field 18 of a given FPL message, an alphanumeric code of the flight plan

(IDPLANO) that will be displayed by the user filing a Flight Plan. After that, any flight plan update message will be listed and will use the same IDPLANO as the FPL.

2.2.2.6 The alphanumeric code will initially be preliminary and consist of 7 (seven) characters and will indicate that the plan has passed to the “Sent to the AIS Unit” status; later, an 8th (eighth) character will be added to the preliminary code previously generated, when it receives confirmation of successful automatic handling of the FPL message by the ATC Unit system.

2.2.2.7 As the implementation process of the Centralizing Module will be gradual and evolutionary, observing the SISCEABFIRs and the respective Served Zones (ZS) of the (C-AIS) and SAA, as mentioned previously, the 8th (eighth) character added to the preliminary code generated will be viewed initially only by users departing from FIR-RE, this being the first region integrated into the Centralizing Module. The other regions will be integrated later on a gradual basis, until all regions are integrated with the Centralizing Module.

2.2.2.8 To guarantee the uniqueness of the alphanumeric code, the Centralizing Module will delete the “IDPLANO” information from a plan that is used as a basis for the creation of a new FPL message. Therefore, as soon as the cloning of a FPL message is selected through PLNA, PLNI and FPL-BR, the system removes the alphanumeric code of the flight plan in the RMK/indicator of item 18, if any, and creates a new preliminary IDPLANO so that all subsequent update messages (DLA, CHG and CNL) can be associated with it.

2.2.2.9 The Centralizing Module will not allow users to change the IDPLANO, since its entire concept is aimed at the traceability of a filed Flight Plan.

2.2.2.10 When, for any reason, a particular flight in a series of Repetitive Flight Plans (RPL) is canceled and replaced with a Full Flight Plan, a CNL Cancellation message, with DD priority, shall be sent to the ACC responsible for the start of the flight, followed by transmission of the FPL message. If a CNL message is not sent, the system will not accept new FPL messages for that flight, as it understands that there is already a flight with said registration/callsign/route/time schedule.

2.3 EVOLUTION OF FLIGHT PLAN CENTRALIZATION

2.3.1 The implementation process of the Centralizing Module will be gradual and evolutionary, observing the SISCEABFIRs and the respective Served Zones (ZS) of the Aeronautical Information Centers (C-AIS) and Automated AIS Offices (SAA).

2.3.2 The planning for its operationalization and implementation was established according to the sequence below:

- a) 1st - Recife FIR;
- b) 2nd - Atlântico FIR;
- c) 3rd - Amazônica FIR;
- d) 4th - Curitiba FIR; and
- e) 5th - Brasília FIR.

2.3.3 It is worth noting that until the operation and implementation of the Centralizing Module in the last FIR and in its respective ZS, as well as the integration of all FIRs, in terms of a single address for the filing of ATS messages (FPL, DLA, CHG and CNL), all Flight Plan filing, receipt, analysis and forwarding and their updates remain with the existing procedures and are fully transparent to all users.

2.3.4 The initial Centralization to be operationalized and implemented at the Recife FIR and in the other FIRs will not require qualification and training of Flight Dispatchers (DOV) or pilots, nor will it imply a change in the current airline systems for sending ATS messages.

3 FINAL PROVISIONS

3.1 After the consolidation of all the evolutionary Planning described in the previous items and after all possible risks are mitigated, a new AIC will publish the Centralizing Module Single Address within the AIRAC cycle so that all parties involved can take the necessary action for use of the Flight Plan Centralizing Module covering the entire SISCEAB.

3.2 Additional information on updating SIGMA, including updating the FPLBR application, NOTAM and other procedures will be made available through the CGNA Operational Portal, AISWEB and in the SIGMA itself (PLNI), and the user must be aware of the notices that will be published.

3.3 In case of doubts on the part of the users, CGNA is available at Praça Senador Salgado Filho s / n - 4th floor - Centro, CEP 20021-340, Rio de Janeiro - RJ and at (21) 2101- 6680.

3.4 The provisions contained in this Circular do not exclude the responsibilities provided for in other Rules.

3.5 Cases not provided for in this Circular shall be settled by the Head of DECEA's Operations Subdepartment.