

FIR Boundary Crossing Issues.

To identify safety and operational issues that occurs during the transfer of control across FIR boundaries. Various CNS problems, charting issues, language and cultural barriers are all possible points of interest. What we will do as a group is brainstorm a list of casual factors, narrow our focus to a small number of risk factors that we believe can be mitigated. Our mitigation strategy and associated training and/or educational material will be the deliverable from the project.

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Response;

- Application of reduced longitudinal separation standards across FIR boundaries – address forwarding of datalink aircraft in a timely manner to support the current application of the standard being applied – design for new ATS systems so ATS facilities can support these separations.
- Difference of separation standards between various FIR's. Sometimes one FIR cannot accept the separation standard being applied and consequently this can result in having to move one aircraft vertically to accommodate the conditions of the receiving controlling authority. Conflicts with the idea of a seamless airspace philosophy.
- Short transits through FIR's ie less than 15 minutes and the consequential issues associated with the management of AIDC and datalink connections. Can lead to an aircraft without a CPDLC connectivity and confusion as to who is the controlling authority.
- ATM systems being able to support AIDC that will fully support DARP's. The limiting factor in DARP'ing procedures is the need to have continuous AIDC compliant facilities from point of DARP to ADES.
- Back coordination requirement across FIR boundaries to ensure that the minimum separation is still being applied despite having two aircraft on opposite sides of an FIR. Details of the procedures for aircraft requesting climb should be included in Letters of Agreement between adjacent FIR facilities.
- Promulgation and dissemination of waypoint changes to facilitate adjacent FIR's updating their ground systems in a timely manner.
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