



ICAO

International Civil Aviation Organization
North American, Central American and Caribbean Office

WORKING PAPER

ANI/WG/2 — WP/23
22/05/15

Second NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG/2)
Puntarenas, Costa Rica, 1 to 4 June 2015

Agenda Item 4 Follow-up on the NAM/CAR Regional Performance Based Air Navigation Implementation Plan (NAM/CAR RPBANIP)

4.1 Progress reports of the Task Forces and the ANI/WG

FPL MONITORING GROUP PROGRESS REPORT

(Presented by AIDC TF Rapporteur)

EXECUTIVE SUMMARY	
This working paper presents the activities and progress of the FPL Monitoring Group during this past year.	
Action:	Suggested actions are presented in section 3
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency
<i>References:</i>	<ul style="list-style-type: none">• FPL Ad hoc Group Missing/duplicated/erroneous Filed flight plan /Flight plan (FPL) evaluation meeting (FPL/AD/MON), Mexico City, Mexico, 24-26 February 2015, Final Report

1. Introduction

1.1 The FPL Monitoring Group was defined in the 2nd AIDC Task Force Teleconference, and approved by the NACC/WG/04 Meeting. The goal of this ad hoc group is to report on problems and follow up on their solution in the matter of duplicate and erroneous FPLs.

1.2 The FPL Monitoring Group held its FPL/AD/MON/1 Meeting in February, which was approved as fast track via ICAO State Letter EMX0301 since 31 March, followed by two teleconferences. The final FPL/AD/MON/1 Report is available on the ICAO NACC Regional Office Website at: <http://www.icao.int/NACC/Documents/Meetings/2015/FPLADMONT/FPLADMONTFinalReport.pdf>. From this meeting several decisions and conclusions were adopted:

- **Decision 1/1 ANALYSIS GROUP FOR SAFETY ASSESSMENT FOR FPL ERRORS**
- **Decision 1/2 APPROVAL OF THE APPLICATION OF SUGGESTED ACTIONS FOR FPL ERROR MITIGATION/SOLUTION**
- **Decision 1/3 FILE PLAN FILER CONTACT LIST**
- **Decision 1/4 APPROVAL OF FPL GUIDANCE**
- **Decision 1/5 FPL AFTN ADDRESSES LIST**
- **Decision 1/6 AIRLINES INTERCONNECTION AMHS SYSTEM CAPACITY**

- **Decision 1/7** APPROVAL OF THE APPLICATION OF NEW FPL DATA COLLECTION FORM
- **Conclusion 1/1** OMISSION OF ALTERNATE AERODROME IN FPL MESSAGES
- **Decision 1/8** FPL DATA ANALYSIS-2ND PHASE OF FPL DATA COLLECTION
- **Decision 1/9** APPROVAL OF FPL AD HOC GROUP ACTION PLAN UPDATE
- **Conclusion 1/2** PROVISION OF FPL SUPPLEMENTAL INFORMATION

2. Progress Report

Task Force Activities

2.1 Since the last NACC/WG meeting in March last year, the FPL Monitoring Group has carried out nine teleconferences, two rounds of FPL error data collection, and had a meeting at the end of February of this year. In these events there have been several results and deliverables obtained:

- A revised Terms of Reference and Membership, presented in **Appendix A**
- Analysis of the first phase of data collection
- The list of suggested actions for FPL error mitigation, that serves as a guideline for each State to take into account as applicable. This action relates to **Decision 1/2**
- Contact lists for operators and ATS Units. This list serves as a reference for feedback during the process of error detection, so the source of the error is notified and can take corrective action. An initial list was sent to all the members in preparation for the second phase of data collection, this action relating to **Decision 1/3**
- The data collection form, which is a common format to record and report errors in flight plans. The data collection form was reviewed and updated during the FPL/AD/MON/1 meeting. The approval of this form during the meeting responds to **Decision 1/7**
- The updated and approved action plan, in preparation for the second phase of data collection, which responds to **Decision 1/9**.
- Guidance material for FPL errors. This document suggests best practices for operators and ANSPs to avoid ambiguity and thus harmonize as much as possible the process of FPL filing. This document responds to **Decision 1/4**
- Analysis of the second phase of data collection. This analysis responds to **Decision 1/8**
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2.2 A follow up on these decisions is provided below:

DECISION

FPL/AD/MON/1/1: ANALYSIS GROUP FOR SAFETY ASSESSMENT FOR FPL ERRORS

That, in order to assess and report the safety impact due to FPL errors resulting from the data collected in the first phase of data collection and any subsequent data collection, the group formed by Dominican Republic (Julio Mejia), United States (Dan Eaves), COCESNA (Estela Rojas) and IATA (Marco Vidal):

- a) *conduct its activities following the approved terms of reference (Appendix B to the FPL/AD/MON/1 Report);*

- b) *present an initial safety assessment to the FPL Ad hoc Group for approval by 13 May 2015; and*
- c) *present the final safety assessment through the FPL Ad hoc Group to the ANI/WG/02 Meeting.*

2.3 These activities are pending, and will be included as a topic in the updated work programme.

DECISION

FPL/AD/MON/1/2: APPROVAL OF THE APPLICATION OF SUGGESTED ACTIONS FOR FPL ERROR MITIGATION/SOLUTION

That, in order to improve and continue the mitigation/solution of FPL errors, the Suggested Actions presented in Appendix C to the FPL/AD/MON/1 report is approved and agreed to be used for the second phase of FPL data collection.

2.4 The suggested actions were approved and applied to the second phase of FPL data collection.

DECISION

FPL/AD/MON/1/3 FILE PLAN FILER CONTACT LIST

That, in order to support the feedback process for investigating and mitigating any FPL errors, the following actions are to be conducted:

- a) *ICAO will provide the FPL Monitoring Ad hoc Group's website as the centralized place to access to the File Plan Filer Contact list. Provisions will be made to restrict access to only group members by 17 March 2015;*
- b) *all ANSPs should provide a point of contact to receive and investigate any report on FPL errors within their FIR;*
- c) *ICAO will collect the States/ANSPs PoC for the list by 14 March 2015;*
- d) *all members of the Ad hoc Group will send any updates to the list within one month to the representative of the United States (include e-mail) (first comments by 8 March 2015) to begin with a list as updated as possible; and*
- e) *regular updates will be programmed each six months by the FPL/MON to be presented at the teleconference closest to these dates.*

2.5 An initial list was distributed by email. This list will be updated with the procedure described in the decision. Items a, b and c pending, d is superseded and e is valid.

DECISION

FPL/AD/MON/1/4 APPROVAL OF FPL GUIDANCE

That, in order to improve and make more effective the FPL data collection and analysis processes, the FPL Guidance presented in Appendix F [of the FPL/AD/MON/1 Final Report] is approved and agreed to be used for the 2nd phase of FPL data collection.

2.6 The guidance document was established as reference during data collection and afterwards.

DECISION

FPL/AD/MON/1/5 FPL AFTN ADDRESSES LIST

That, in order to ensure the correct FPL delivery and process by each FIR:

- a) *IATA provide an initial list of AFTN addresses being used by the operators by 16 March 2015;*
- b) *the CAR FIRs confirm the AFTN addresses by 20 March 2015; and*
- c) *the final list be available for the 2nd phase of data collection thru the FPL Monitoring webpage.*

2.7 The initial list was distributed by email, along with some updates. Item b, as well as the availability through the webpage is pending.

DECISION

FPL/AD/MON/1/6 AIRLINES INTERCONNECTION AMHS SYSTEM CAPACITY

That, in order to ensure the appropriate communication of the airline users with the Air Navigation Service Providers (ANSPs) for the flight plan filing actions, IATA coordinate with their members their connectivity capacity for using AMHS, informing the FPL Ad hoc Group by the ANI/WG/2 Meeting.

2.8 This decision is pending.

DECISION

FPL/AD/MON/1/7 APPROVAL OF THE APPLICATION OF NEW FPL DATA COLLECTION FORM

That, in order to improve and make more effective the FPL data collection and analysis processes, the Data Collection Form presented in Appendix G to the FPL/AD/MON/1 Report is approved and agreed to be used for the 2nd phase of FPL data collection.

2.9 The FPL data collection form was successfully used in the second phase of data collection.

DECISION

FPL/AD/MON/1/8 FPL DATA ANALYSIS-2ND PHASE OF FPL DATA COLLECTION

That, in order to accurately and timely recollect and analyse the data collected in the 2nd phase of FPL data:

- a) *all CAR FIRs submit their FPL data to their corresponding FPL Analysis Group Point of contact;*

- b) *all CAR FIR weekly recollect their FPL data submitting it to the FPL Analysis Group; and*
- c) *the FPL Analysis Group analyse and present the data analysis on a progressive weekly graph.*

2.10 The FIRs collected their data weekly, and the data was graphed and presented each week. Some FIRs presented partial data, others reported their data after the timeframe, and others did not send data.

DECISION

FPL/AD/MON/1/9

APPROVAL OF FPL AD HOC GROUP ACTION PLAN UPDATE

That, in order to effectively follow the FPL Ad hoc Group activities, the FPL Ad hoc Group Action plan Update presented in Appendix H [of the FPL/AD/MON/1 Final Report] is approved and agreed to be followed for the 2nd phase of FPL data collection.

2.11 The action plan was followed as described in the appendix of the final report.

2.12 Considering that the FPL Conclusions were approved by fast track by the ANI/WG Members (Cuba sent a comment for the conclusion on “Omission of Alternate Aerodrome in FPL Message”), these same conclusions should be reflected as ANI/WG conclusions as follows:

DRAFT CONCLUSION

ANI/WG/2/xx

OMISSION OF ALTERNATE AERODROME IN FPL MESSAGES

That, in order to avoid FPL rejection in which the omission of the alternate aerodrome apply in FPL messages:

- a) States, Territories and International Organizations take appropriate action to use the value ZZZZ in field 16c, and in field 18 specify the indicator ALTN/ with the value NONE, for the purpose of avoiding rejections from automated flight plan FDP by 31 July 2015; and
- b) ICAO NACC Regional Office take proper action to coordinate these changes in the ICAO Documents, as required, including presenting to the ANI/WG/02 meeting in June 2015 the regional agreement encompassing this decision.

DRAFT CONCLUSION

ANI/WG/2/xx

PROVISION OF FPL SUPPLEMENTAL INFORMATION

That, in order to control and ensure the provision of FPL supplemental information the CAR States/ANSPs establish agreements with operators to provide FPL supplemental information to the ANSPs when needed, and the complete contact information be used at any time for this purpose, or to provide this information for each flight plan by means of the local dispatch office. The agreement to provide the information on demand would only apply to those operators that have 24/7 availability of personnel to attend the request.

Results of analysis

2.13 The results of the second phase of analysis, as well as the comparison with the first phase, are presented in **Appendix B**. In the last teleconference pertaining to this analysis, as can be observed in the graphs, there was no identifiable tendency of the errors that reflect any impact of the suggested actions during the period. In comparison with the first phase there were some changes in the percentage of errors in relation with the total errors.

2.14 From this analysis, it is clear that the strategy followed to date is not producing a notable reduction in flight plan errors. The quantity of different actions to be done by each State adds complexity, producing their partial, inconsistent application among FIRs in the region. Given the extent of measures to be implemented according to the approved suggested actions, the results of analysis, and the effort that data collection represents at the scale thus far realized, the members of the last teleconference agreed on a change of approach, summarized as the following proposal:

- a) the group will consider one error at a time. The first error to be taken into account will be duplication;
- b) the group will adopt a limited number of measures (two to four) to implement during a defined period of time. These measures will be taken from the suggested actions, although any additional measure can be added, and will be the actions considered to have the most positive impact in mitigation; and
- c) data collection and analysis will circumscribe to the error being treated.

2.15 This approach will simplify the process of applying actions and monitoring their results. As the error being treated is mitigated and reaches an acceptable level, another error can be chosen to be mitigated, and the cycle continues until all errors have been treated.

3. **Suggested Actions**

3.1 The meeting is invited to:

- a) take note of the activities and performance of the ad hoc group;
- b) review and approve the draft conclusions detailed in paragraph 2.3;
- c) review and approve the updated strategy for the mitigation of flight plans; and
- d) agree on any other action as deemed necessary.

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APPENDIX A
FPL MONITORING GROUP
TERMS OF REFERENCE

1. Background

The AIDC Implementation Task Force was formed during the first ANI/WG meeting to streamline related air navigation implementation activities. Among these is analyzing and coordinating mitigation/solution actions for duplicate/missing FPLs. During the 4th teleconference of the Task Force, a document was produced analyzing this issue, and an FPL monitoring group was proposed to report on problems and follow up on their solution in the matter of duplicate and erroneous FPLs. This monitoring group was formed during the 4th NACC/WG meeting in March 2014 as an ad-hoc group of the AIDC Implementation Task Force.

2. Responsibilities

The FPL monitoring group is responsible for:

- a) Reporting FPL duplication/error issues occurring in their State.
- b) Overseeing the execution of the FPL mitigation/solution action plan.
- c) Providing statistical data of the errors detected in the filing of flight plans in their State.

3. Working Methods

The FPL monitoring group will:

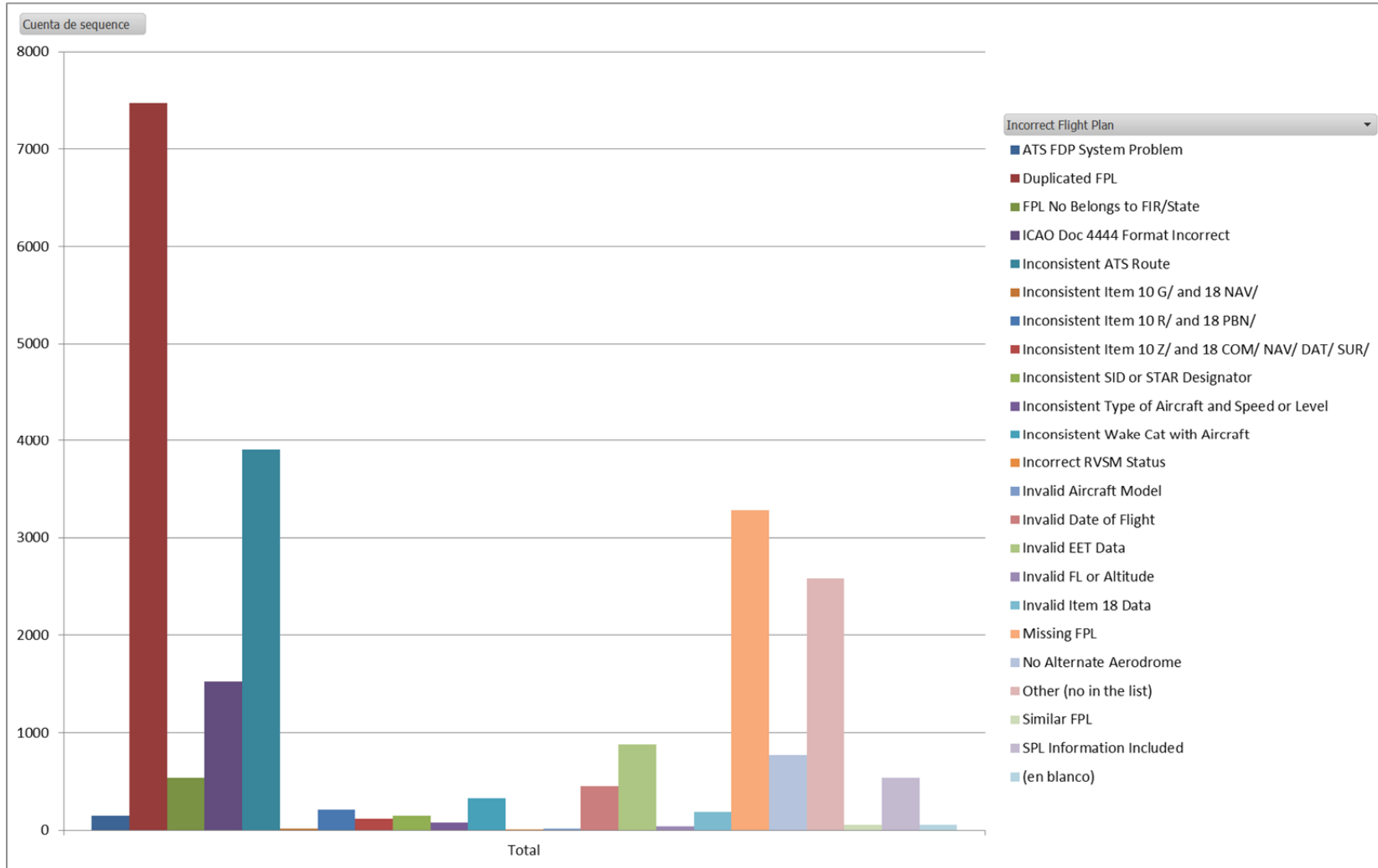
- a) Carry out the activities assigned by the AIDC Task Force in accordance to the FPL related tasks.
- b) Conduct periodic teleconferences to review progress of the action plan and propose modifications as needed.
- c) Present periodic reports to the AIDC Task Force on detected errors and corresponding actions undertaken.
- d) Report to the AIDC Task Force Rapporteur.

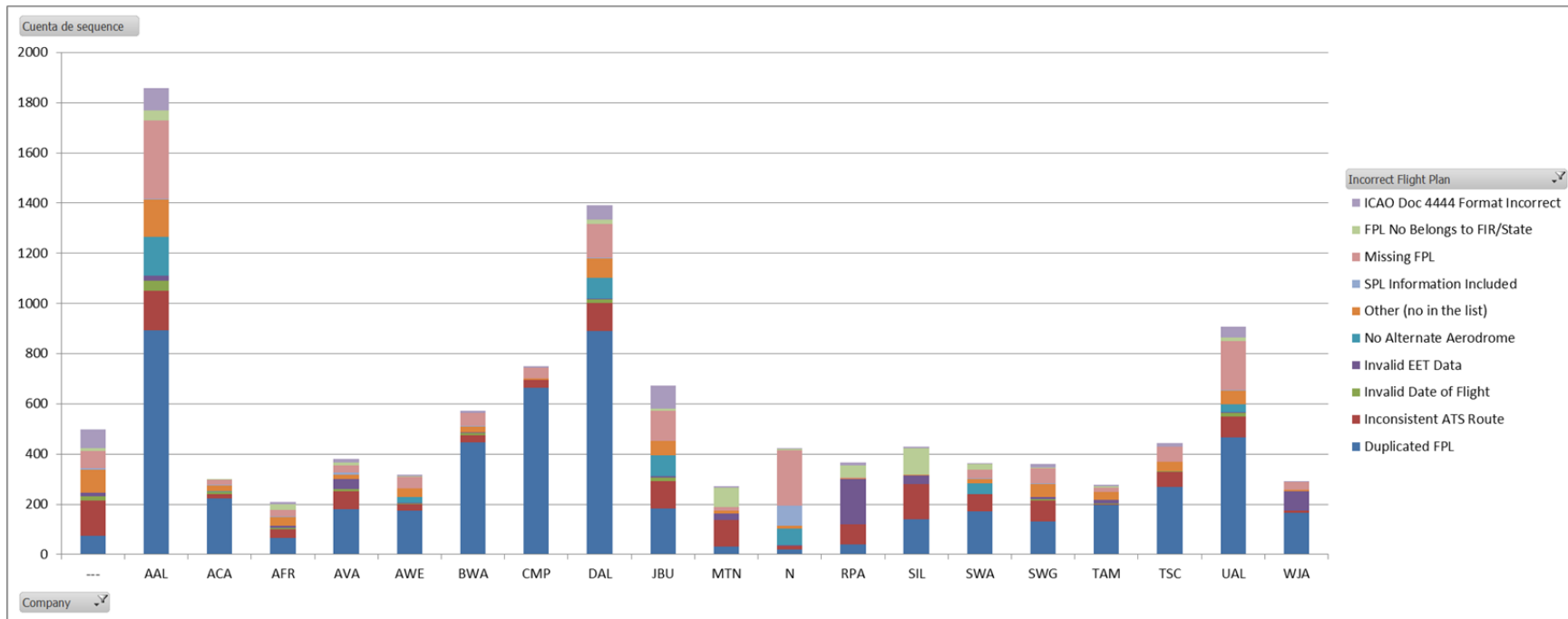
4. *Membership*

There will be a member representing each FIR in the region, who may be supported by other representatives from each State in the FIR.

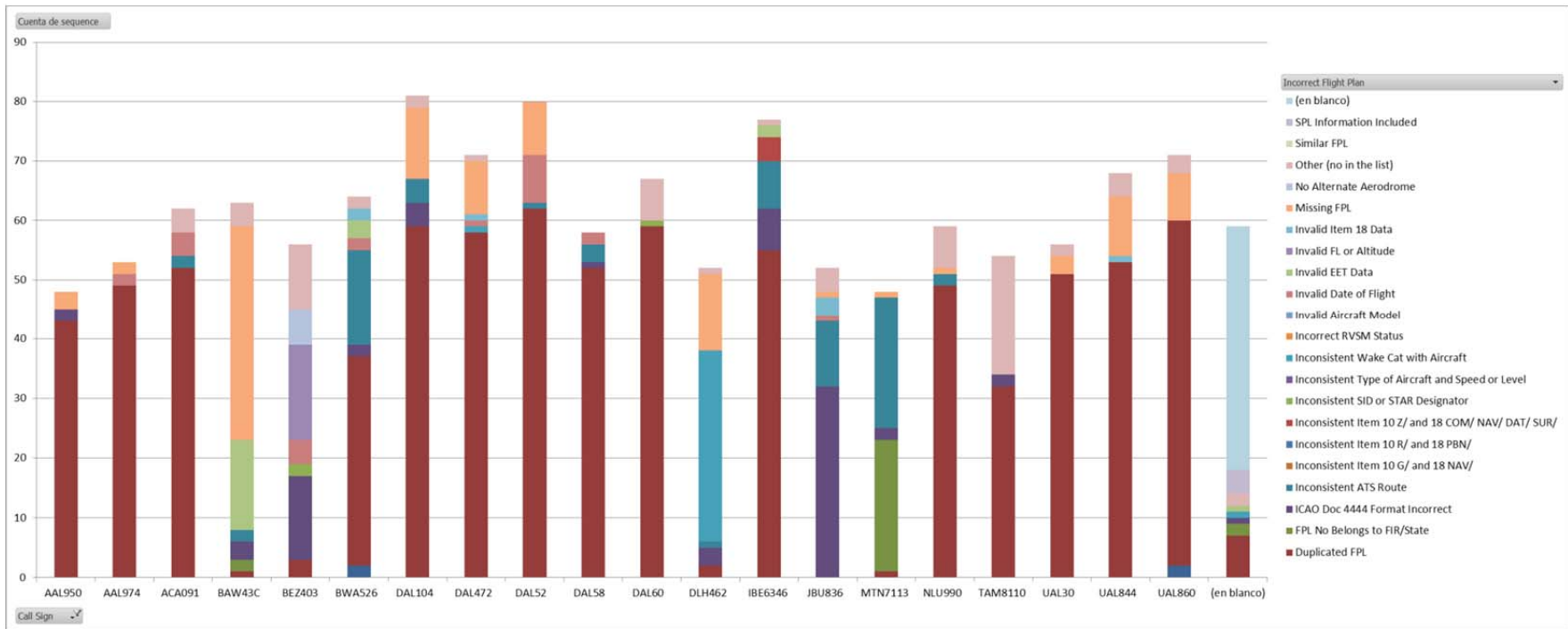
Member Name	FIR	Email
Mayda Alicia Ávila (main) Jenny Lee (support)	Central America	mayda.avila@cocesna.org jenny.lee@cocesna.org
Jacques Lasten	Curacao	j.lasten@dc-ansp.org
Maxine Allen (main) Gordon Grant (support)	Kingston	maxine.allen@jcaa.gov.jm gordon.grant@jcaa.gov.jm
Jorge Centella	La Habana	jorge.centella@iacc.avianet.cu
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ANALYSIS, SECOND PHASE OF FPL DATA ERROR COLLECTION



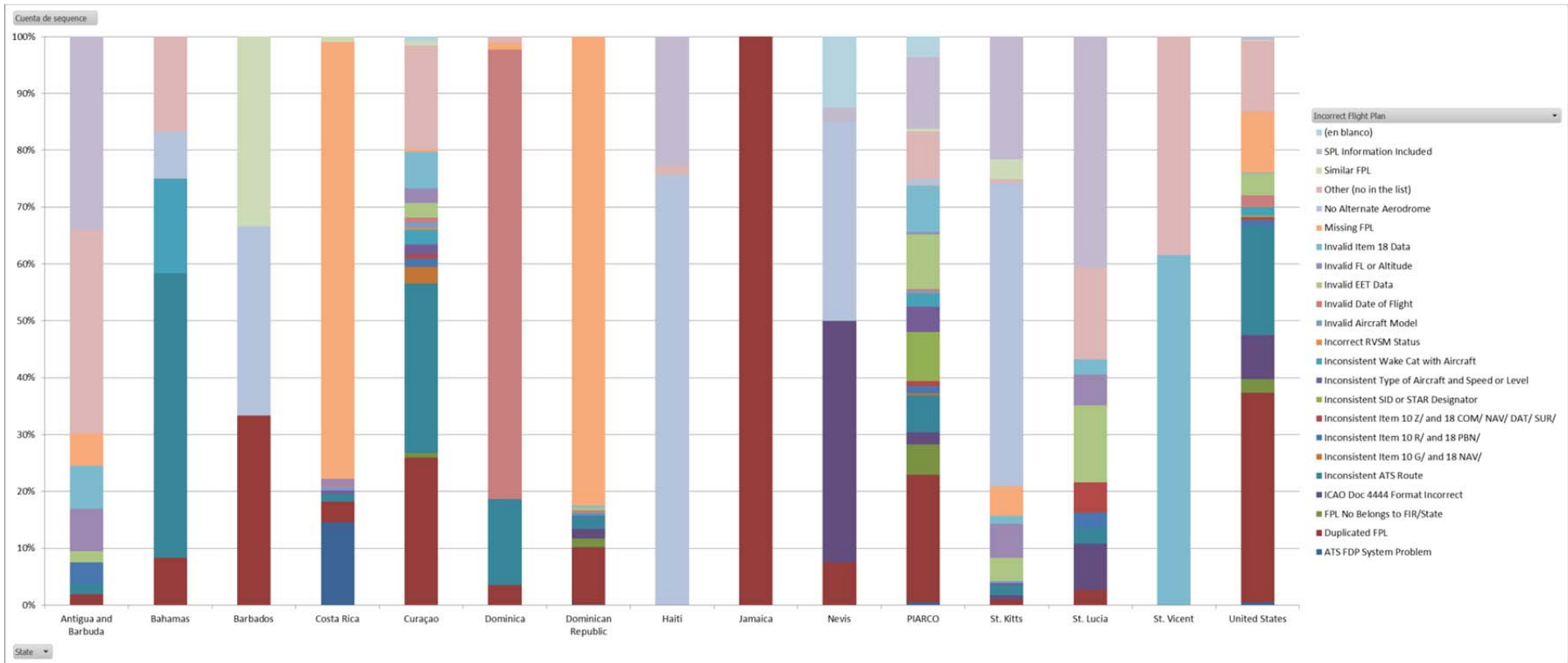


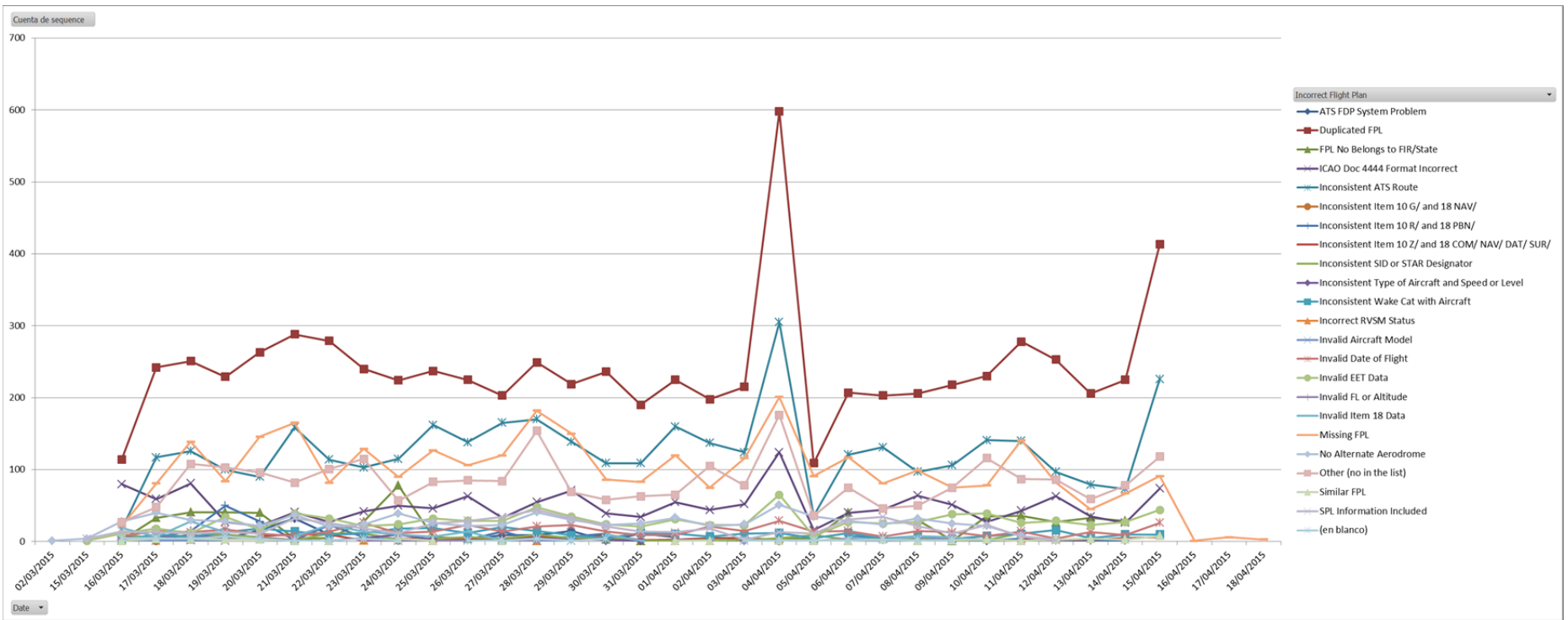
Top 20 Companies Reported with Errors



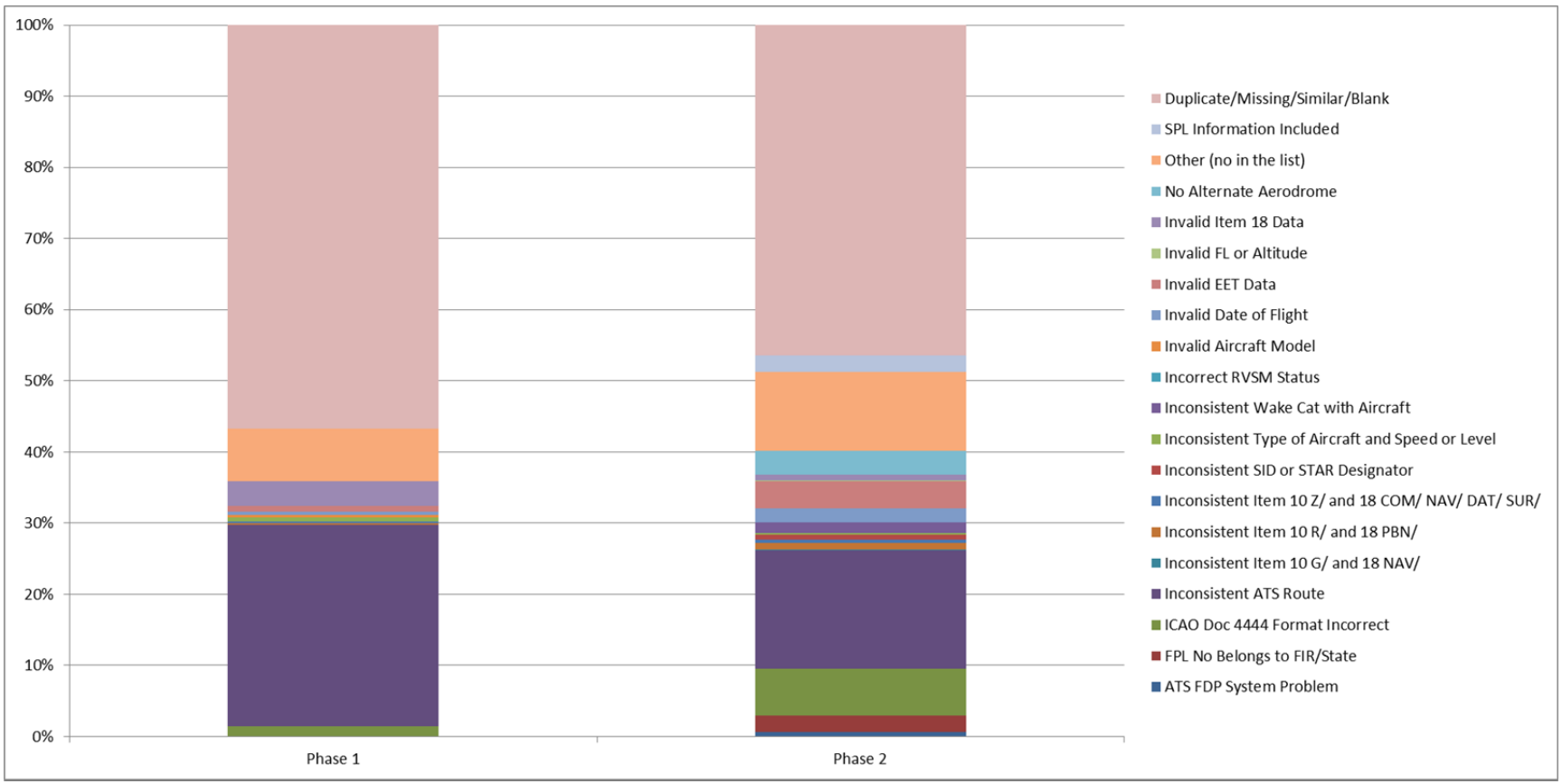
Top 20 Callsigns Reported with Errors

Errors by State/Territory





Errors by Date



Comparison of Errors between Phase 1 and 2

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