On-line Workshop on the Mitigation of Flight Plan Errors in the NAM/CAR Regions

COMMON ERRORS

15 JUNE 2021

TOP 20 MOST FREQUENT ERRORS

| Row labels	Total
REG/ must be filled only it is if different from ACID	1955
Duplicate flight plan	1713
Invalid designators	1670
Invalid LEVEL syntax Flight level must be 200 or more, for lower levels use A instead	1246
18 - EET/ MHTG FIR is no longer valid please use MHCC	1039
18 - EET/ must specify information for MHCC FIR	993
Flight plan not found for specified departure, destination and date of flight. If flight plan was rejected without submitting a new valid FPL then it will not exist in database	840
Flight plan must be submitted at least 30 minutes (UTC) prior flight datetime for instrumental flight rules	663
If COMNAV contains S then COMNAV can not contain O NOR V NOR L	627
18 - EET/ MHCC FIR must no be specified when departure aerodrome is inside FIR	469
IF FIELD 18 HAS NO GNSS INCLUDED IN PBN/ OR NAV/ THEN LETTER G MUST BE ERASED FROM FIELD 10a COMNAV	400
If PBN/ contains C4 then PBN/ can not contain C3	348
18 - NAV/ must be filled only when 10 - COMNAV includes Z	311
If PBN/ contains S1 then PBN/ can not contain S2	310
Flight plan update not valid for current FPL status	246
Invalid FIR designator in EET	184
Invalid RMK/ syntax	177
If PBN/ contains B1 then PBN/ can not contain B2 nor B3 nor B4 nor B5 nor B6	157
Invalid Field 18 syntax	134
Invalid SUR/ syntax	125

MOST FREQUENT ERRORS
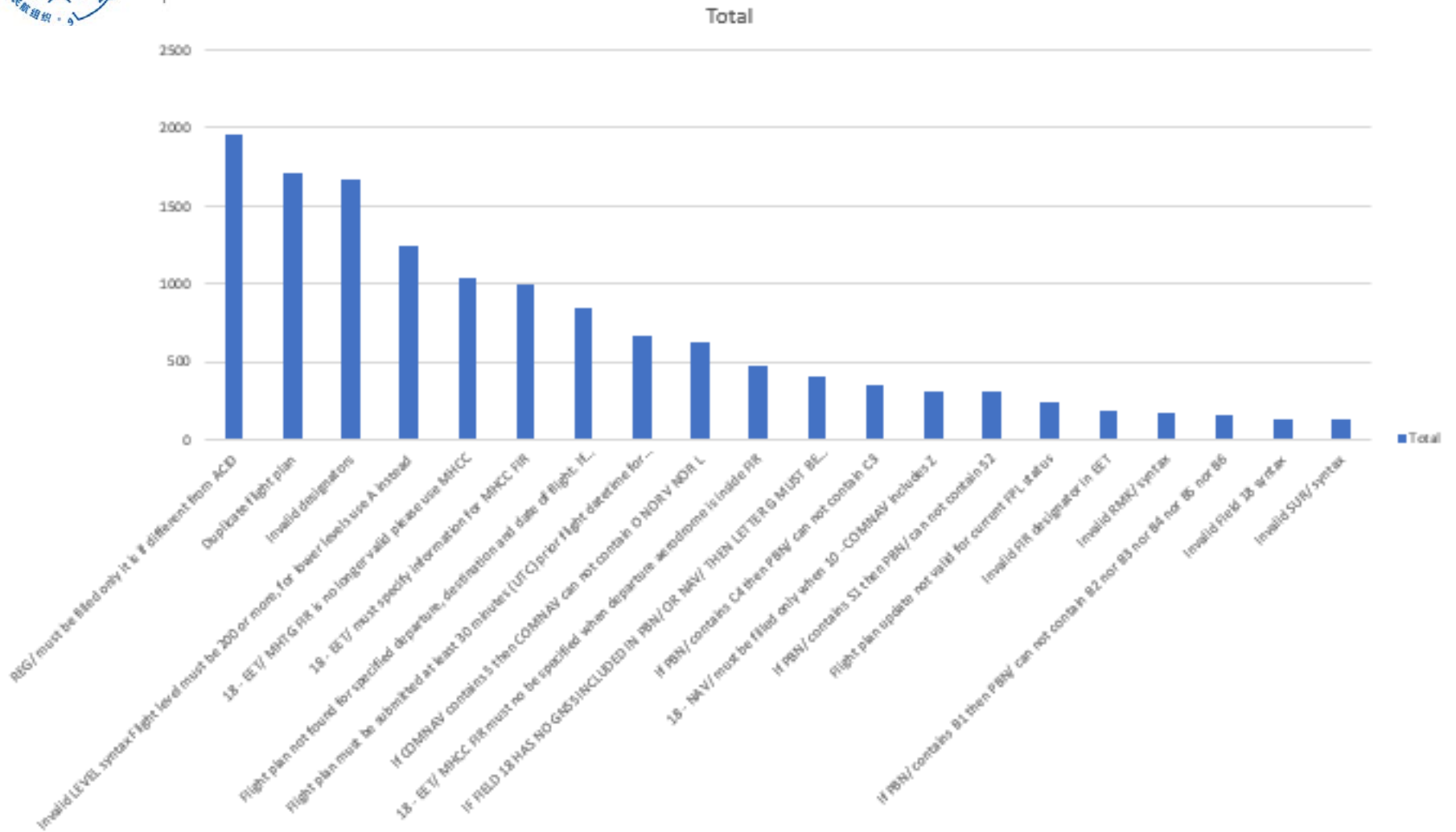
TOP 20 Error originators

Etiquetas de fila	Total
KDCMYYXX	2220
CYYZXNSX	1094
KARIXAAN	1073
EDDFTAIX	1054
KHOUUVAX	926
EKBICPUF	757
KCMHEJAA	549
KHOUCCXH	538
KTULAALD	464
KAUSFFLX	442
CYYCXXSK	417
MPTOCMPO	408
MMMXAMXO	318
KCHIUALE	302
KDENXLDS	281
KINDRPAY	274
KATLDALQ	252
EUCHZMFP	224
KVOIYYXX	207
KGSODYAD	193
Total general	11993
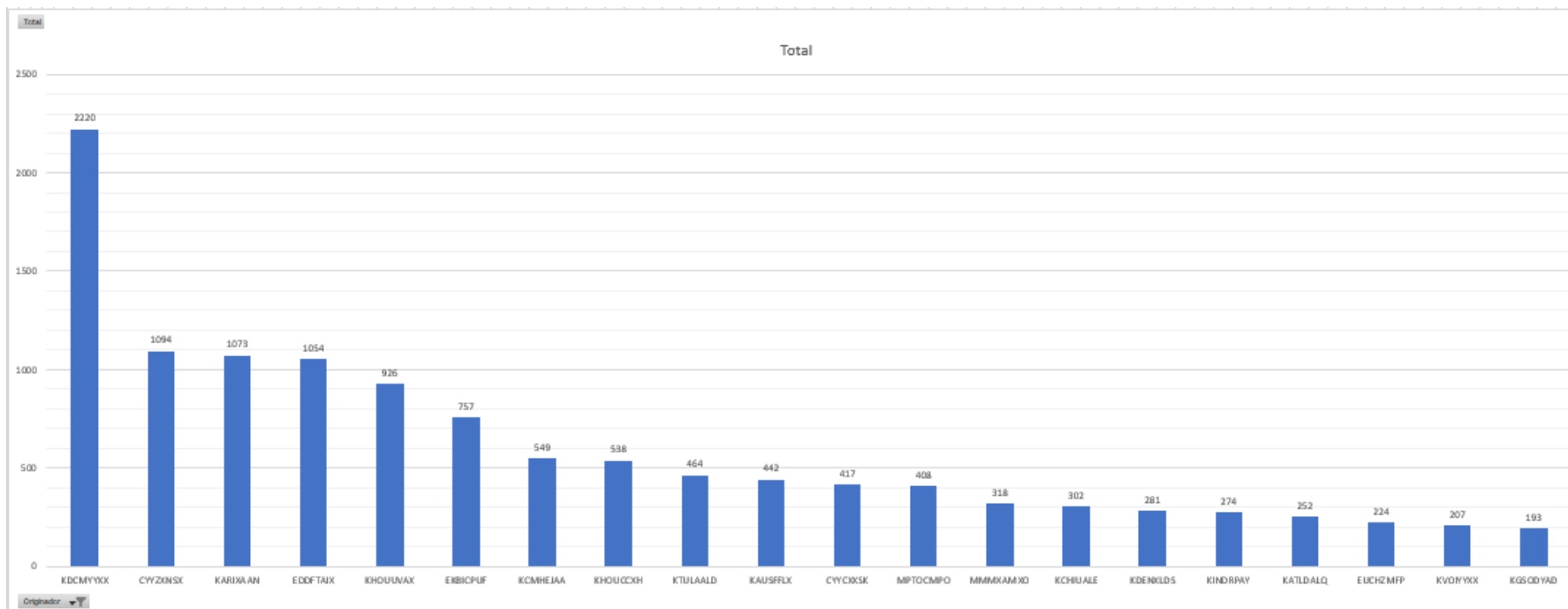
TOP 20 – Originators with errors

ENR 1 REGLAS Y PROCEDIMIENTOS GENERALES

ENR 1.11   DIRECCIÓN DE LOS MENSAJES DE PLAN DE VUELO

Los mensajes de movimientos de vuelo relativos al tránsito hasta o vía la FIR Centroamérica (ACC/FIC CENAMER), se indican a continuación a fin de asegurar la correcta transmisión y entrega.

Nota.- Los mensajes de movimiento de vuelo en este contexto abarcan los mensajes de plan de vuelo, los mensajes de enmienda relativos a los mismos y los mensajes de cancelación de plan de vuelo. (Véase PANS-ATM; Doc. 4444, VIII, 2.1.1.3 de la OACI).

Categoría de Vuelo (IFR, VFR o ambos)		Ruta (a la FIR o a través de la misma y/o TMA)	Dirección del mensaje
1		2	3
Vuelos IFR	**FIR MHCC**	Hasta o vía ACC/FIC CENAMER por encima de los 19,500 ft. Costa Rica aplica por encima de FL 200. **Costa Rica aplica por encima de FL 200 .**	MHCCZQZX MHCCZFZX
Vuelos IFR/VFR		CENAMER RADIO por debajo de 19,500ft	MHCCYSYX
		Hacia TMA TONCONTIN	MHTGZTZX MHTGZPZX
		Hacia TMA LA MESA	MHLMZTZX MHLMZPZX
	HONDURAS	Hacia Aeropuerto ROATÀN	MHROTZX MHROZPZX
		Hacia Aeropuerto GOLOSÒN	MHLCZTZX MHLCZPZX

REJ FPL KAL274 DOF/210611
-18-085 INVALID DESIGNATORS

(FPL-KAL274-IS
-B77L/H-SDE2FGHIJ1J3J5M1ZRWXYP2/LB1D1
-SPJC1220
-N0498F320 ISRE2F ISREN UL344 MULON/N0493F340 UL344
ARTOM/N0487F360 UL344 ACA UJ3 MZT UJ7 PPE J93 JLI VISTA3
-KLAX0751 KONT
-PBN/A1B1C1D1L1O1S2T1 DAT/1FANS SUR/RSP180 260B DOF/210611
REG/HL8077 EET/SEFG0125 MHCC0209 MMID0353 MMEX0403
MMZT0526 KZLA0714 SEL/KMDJ CODE/71C077 RALT/SPJC MMMX
KLAX RIF/KEBEX UJ7 MZT UJ3 MMGL RMK/TCAS EQUIPPED
E/0920 P/TBN R/VE S/PM J/LF D/2 130 C YELLOW
A/BLUE WHITE)

REJ FPL SWQ3528 DOF/210611

-18-085 INVALID DESIGNATORS

(FPL-SWQ3528-IN

-B734/M-SDFIRW/EB1

-MHLM1300

-N0439F350 DCT ARITA DCT TALAG UZ512 LIXAS UL207 KIKIS DCT MNV DCT RENAR DCT

-SEGU0253 SEMT

-PBN/A1B5C4D4O4 SUR/260B CODE/A4F3AB DOF/210611 REG/N418US EET/SEFG0205 ILESU0026 MGA0034 IMOLA0042 LINAS0044 LIB0048 TONIO0051 SELAK0057 TIGIR0105 RADIM0128 LIXAS0205 MIBAR0223 KIKIS0230 PER/C E/0405 P/TBN A/WHITE BLUE C/ALAIMO R.)

(FPL-BOV2922-IS

-B737/M-DFGHILORVWZ/S

-MMMX1000

-N0446F410 TLC7B TLC DCT TEQ DCT TEVOS UT113 IZT

UL318 ALSAL UL200 LIB UG440 CANAS DCT EGODI UL655

PABON/N0432F400 UB689 LET/N0434F410 UP525 RCO

UN525 CBA DCT

-SLCB0731 SLVR

-PBN/B1C1D1O1S1 DOF/210611 REG/CP2922

EET/MMID0048 MHCC0120 MPZL0251 SKED0329 SPIM0510

SBAZ0523 SLLF0620 SEL/EGAR OPR/BOA PER/C)

(FPL-BOV2922-IS

-B737/M-DFGHILORVWZ/S

-MMMX1000

-N0446F410 TLC7B TLC DCT TEQ DCT TEVOS UT113 IZT UL318 ALSAL
UL200 LIB UG440 CANAS DCT EGODI UL655 PABON/N0432F400
UB689 LET/N0434F410 UP525 RCO UN525 CBA DCT

-SLCB0731 SLVR

-PBN/B1C1D1O1S1S2 NAV/TCAS7.1 DOF/210611 REG/CP2922
EET/MMID0048 MHCC0120 MPZL0251 SKED0329 SPIM0510
SBAZ0523 SLLF0620 SEL/EGAR OPR/BOA PER/C)

HORA 0357

REJ FPL VOC4069 DOF/210611
-18-088 FLIGHT PLAN MUST BE SUBMITTED AT
LEAST 30 MINUTES (UTC) PRIOR FLIGHT
DATETIME FOR INSTRUMENTAL FLIGHT RULES

(FPL-VOC4069-IS
-A319/M-SDFGHIRWYZ/SB1
-MGGT0422
-N0454F370 UG436 LIB/N0374F240 BARRA3L
-MROC0112 MSLP
-PBN/A1B1C2D2O2S1 NAV/RNP10 RNAV5
RNAV2 RNAV1 RNP1 RNP APCH
SUR/260B DOF/210611 REG/N503VL SEL/GPEH
CODE/A646FB PER/C)

SEL / SELCAL code, for aircraft equipped in this way

(FPL-ENY3832-IS
-E170/M-SDE3GIRWZ/EB1
-MHRO1910
-N0437F370 KIRAP1 KIRAP DCT BZE UB764 CZM
UG765 MAXIM/N0429F390 DCT EADEN CURSO5
-KMIA0156 KFLL
-PBN/B2B3B4B5C1D1 NAV/RNVD1E2A1 SUR/260B
REG/N267NN
EET/MMID0024 MMID0027 MUFH0057 KZMA0127
SEL/NONE CODE/A29A37

The originator of the rejected message is **KTULSYMD**

LACK OF STAR AT THE START OF THE ROUTE

(FPL-DAE0230-IS

-B763/H-SDE1FGHIJ2RW/B2H

-MPTO0845

-N0480F320 <mark>TBG</mark> DCT PUDOS DCT ISEBA PARIT4

-MROC0055 MPTO

-PBN/B1C1D1 DOF/210611 REG/HP3410 EET/MHCC0035

SEL/AHPQ RMK/TCAS)

STS: HEAD: a flight with "Head of State" status

(FPL-FAH001-IM

-E35L/M-SDE3FGHIJ4J5RWXY/LB1D1

-MROC2330

-N0446F400 NANJO4U ULAPO UA502 LIBIS LIBIS1

-MHTG0049 MHSC

-PBN/A1B1C2C3D2D3O2O3 SUR/260A DOF/210610 REG/FAH001 EET/MHCC0006 SEL/BHPS CODE/0BAFA1 OPR/HONDURAS AIRFORCE RMK/PHONE 004102668773 VIP HONDURAN HEAD OF STATE ON BOARD COSTA RICA PERMIT DGACDSOOPS 12632022 NICARAGUA PERMIT OVERFLIGHT OF00662021 OFFSHORE CAPABLE)

The originator of the rejected message is **KARIXAAN**

(FPL-HER97-IG
-LJ60/M-SBDFGHRUWZ/PB1
-KIAH2024
-N0435F410 FLYZA5 ANKRR L208 DUTNA ANIKO DCT ROA DCT IMOLA DCT
-MRLB0313 MSLP
-PBN/A1C2D2 NAV/SBAS SUR/260B DOF/210610 REG/N97LJ EET/MMID0100
MHTG0156 CODE/AD824F)

The name change of the MHTG FIR to MHCC became effective in January 2019

NOT COMMON ERRORS IN FLIGHT PLANS

DUPLICATE DESIGNATOR

REJ FPL UAL819 DOF/210611
-18-086 INVALID FIELD 18 CONTAINS DUPLICATE DESIGNATORS

(FPL-UAL819-IS
-B789/H-SADE3GHIJ1J4J5M1P2RWXYZ/LB1D1
-KIAH0355
-N0493F350 FLYZA5 ANKRR L208 DUTNA UL208 MID UB753 BZE UZ512 LIXAS UL203 ARNEL UM542 OKASO/N0492F370 UM542 ISREN UL308 JCL UL550 IRULI/N0484F390 UL550 TUC/N0475F410 UL550 ROS UT672 MULTA UW24 SNT SNT6B
-SAEZ0921 SUMU
-NAV/RNP2 PBN/A1B1C1D1L1O1S2T1 DAT/1FANS2PDC SUR/260B RSP180 DOF/210611 REG/N27958 EET/MMFR0055 MHCC0144 SPIM0437 SCFZ0632 SACF0723 SAEF0836 SEL/CDQR CODE/A2CB13 OPR/UAL PER/D RMK/TCAS ECUADOR DGACNF0067721 PERU PVI04812021 CHILE 3152021 RMK/VACCINE)

DLE DATA IS NOT EVIDENCED ON ROUTE

FF MHCCZQZX

191440 MSLPZPZX

(FPL-OMNI02-IM

-P8/M-DGHIM1RSTUWXYZ/LB1

-MSLP1530

-N0506F200 AMUVO3H AMUVO DCT RAB DCT IOS DCT EMBIN DCT TATVO DCT TIK
DCT RAB DCT

-MSLP0900 MRLB

-STS/STATE PBN/A1B1C1D1L1O1S2 NAV/GPS DOF/201119 REG/168852 PER/D
RMK/MDCN MG OMNI02 DLE TIK 7+30)

SEVERAL ERRORS IN THE SAME FPL

FF MHCCZQZX

271240 MPTOZPZX

(FPL-MAZE020-YX

-B350/M-BDFGHRSUWYZ/CB2

-MPTO1300

-N0210A230 TBG MORLI A321 CISNE UL349

-MZBZ0345

-PBN/B2C2D2 NAV/GNSS SUR/260B DOF/210527 REG/N816H

EET/MHCC0120 OPR/CBP)

- The route ends in an airway
- Flight level indicates A instead of F
- Flight path error, A321 is invalid

FLIGHT PLAN WITH NOT VALID ELEMENTS

FF MGGTZQZX MGGTZRZX MGGTZTZX MHCCZQZX MHTGZQZX

021431 MPTOZPZX

(FPL-KRE618-IS

-B722/M-SDFRWY/C

-MPTO1540

-N0410F320 TBG DCT BITOR DCT BUFEO UA317 LIO CAT ALERA UG436

APINOS

-MGGT0150 MSLP

-PBN/B3B4OPS/KRE DOF/210502 REG/HK4504 EET/MHCC0035)

- FIXED invalid on path.
- Lack of STAR
- Invalid element

FLIGHT PLAN WITH NOT VALID ELEMENTS

FF MHCCZQZX

140604 MPTOZPZX

(FPL-JOS0214-IS

-B752/M-DE1FGHIJ2RSWZ/HB2

-MPTO0700

-N0450F340 DCT TBG DCT PUDOS UG440 ISEBA CUARE3I

-MROC0058 MPTO

-PBN/B1C1D1 NAV/SBAS RMK:TCAS COM/TCAS DOF/210614 REG/HP1910 EET/MHCC0036 SEL/ERFL RMK/RELEASED IN ACCORDANCE WITH ALL APP. DGAC)

- RMK APPEARS TWICE, ONCE WITH TWO POINTS INSTEAD OF DIAGONAL

PBN CHART

	ESPECIFICACIONES RNAV	
A1	RNAV 10 (RNP 10)	
B1	RNAV 5, todos los sensores permitidos	
B2	RNAV 5 GNSS	
B3	RNAV 5 DME/DME	
B4	RNAV 5 VOR/DME	
B5	RNAV 5 INS o IRS	
B6	RNAV 5 LORANC	
C1	RNAV 2, todos los sensores permitidos	
C2	RNAV 2 GNSS	
C3	RNAV 2 DME/DME	
C4	RNAV 2 DME/DME/IRU	
D1	RNAV 1, todos los sensores permitidos	
D2	RNAV 1 GNSS	
D3	RNAV 1 DME/DME	
D4	RNAV 1 DME/DME/IRU	
	ESPECIFICACIONES RNP	
L1	RNP 4	
O1	RNP 1 básica, todos los sensores permitidos	
O2	RNP 1 GNSS básica	
O3	RNP 1 DME/DME básica	
O4	RNP 1 DME/DME/IRU básica	
S1	RNP APCH	
S2	RNP APCH con BARO-VNAV	
T1	RNP AR APCH con RF (se requiere autorización especial)	
T2	RNP AR APCH sin RF (se requiere autorización especial)	

On-line Workshop on the Mitigation of Flight Plan Errors in the NAM/CAR Regions

- REJ CNL BSC744 DOF/210610
- -C-001 FLIGHT PLAN NOT FOUND FOR SPECIFIED DEPARTURE, DESTINATION AND DATE OF FLIGHT. IF FLIGHT PLAN WAS REJECTED WITHOUT SUBMITTING A NEW VALID FPL THEN IT WILL NOT EXIST IN DATABASE

- (CNL-BSC744-TTPP2330-MMMX-DOF/210610)

- The originator of the rejected message is EKBICPUF

FLIGHT PLAN COMMON ERRORS

- DUPLICATE FPL STORED
- WRONG NUMBER OF FIELDS
- INVALID EET/ SYNTAX
- INCONSISTENT ITEM 10 AND 18 PBN/
- NON RVSM STATUS
- AIRCRAFT TYPE NOT FOUND IN DATABASE
- INVALID FIELD 18 SYNTAX
- INVALID FIELD 13 SYNTAX
- INCONSISTENT ITEM 10 AND 18 Z WITH NO DAT/ OR COM/ OR NAV/
- INCONSISTENT ITEM 10 AND 18 R WITH NO PBN/
- INVALID SEL/ SECOND PAIR OF LETTERS NOT IN ALPHABETICAL ORDER
- INVALID SEL/ ELEMENT
- INVALID SEL/ REPEATED LETTERS
- INCONSISTENT PBN/ VALUE
- INVALID COMNAV EQUIP
- INVALID SPEED OR LEVEL
- NO ORIGINATOR FOUND IN ORGN/
- INVALID SEL/ SYNTAX
- INVALID DOF/ SYNTAX
- INVALID PER/ VALUE
- INVALID FIELD 16 SYNTAX
- PBN/ VALUE EXCEEDED
- INVALID AIRCRAFT ID
- INVALID SEL/ FIRST PAIR OF LETTERS NOT IN ALPHABETICAL ORDER
- ALTN/ INFORMATION NOT FOUND FOR
- INVALID TOTAL EET SYNTAX
- INVALID DEST AD SYNTAX
- INVALID FIELD 8 SYNTAX

FLIGHT PLAN
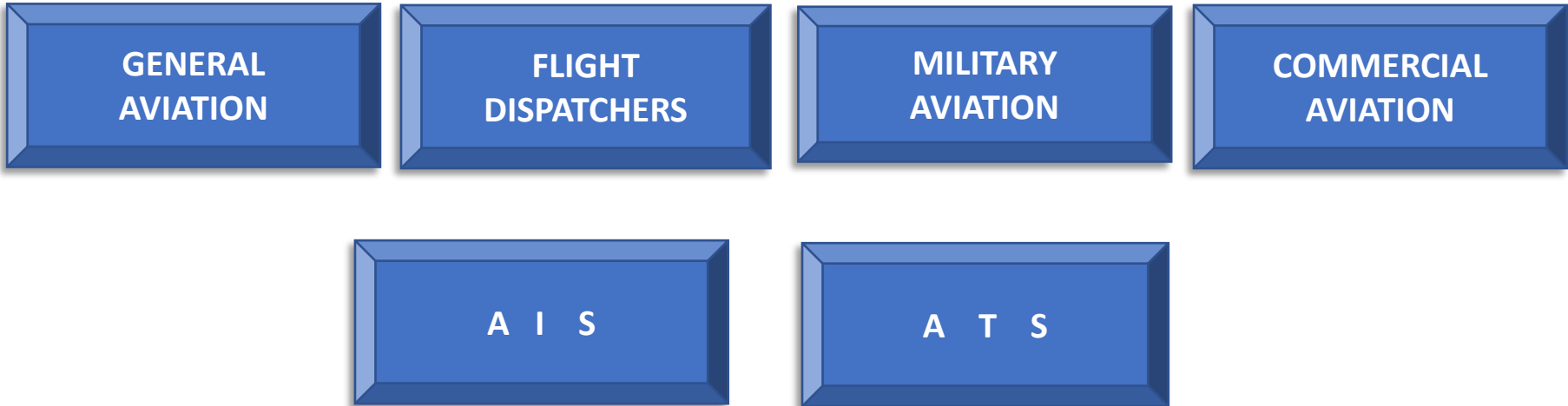# FIRST FILTER IN SECURITY

On-line Workshop on the Mitigation of Flight Plan Errors in the NAM/CAR Regions

FLIGHT PLANS ORIGINATORS

GENERAL AVIATION	FLIGHT DISPATCHERS	MILITARY AVIATION	COMMERCIAL AVIATION

A I S	A T S

ERRORS DIRECTLY IMPACT ON SECURITY

- Double effort in flight plan revision and correction activities, when these corrections are from the control center, this implies neglect of other activities.

- Flight plans rejected due to inconsistencies.

- Departure delays due to lack of authorization as a result of the flight plan rejection, this will translate into losses for airlines or general aviation.

- Stress for the controller when having to re-plan a new scenario, changing his situational panorama abruptly.

- Occupation of the frequency in other activities outside the control such as inquiries of your flight route.

MTCD ALARM

The MTCD alarm (MEDIUM TERM CONFLICT DETECTION) is an alarm that is used in air traffic and is based on flight plans, the system calculates the possibility of approaching with another flight plan, its calculation is based on trajectories.

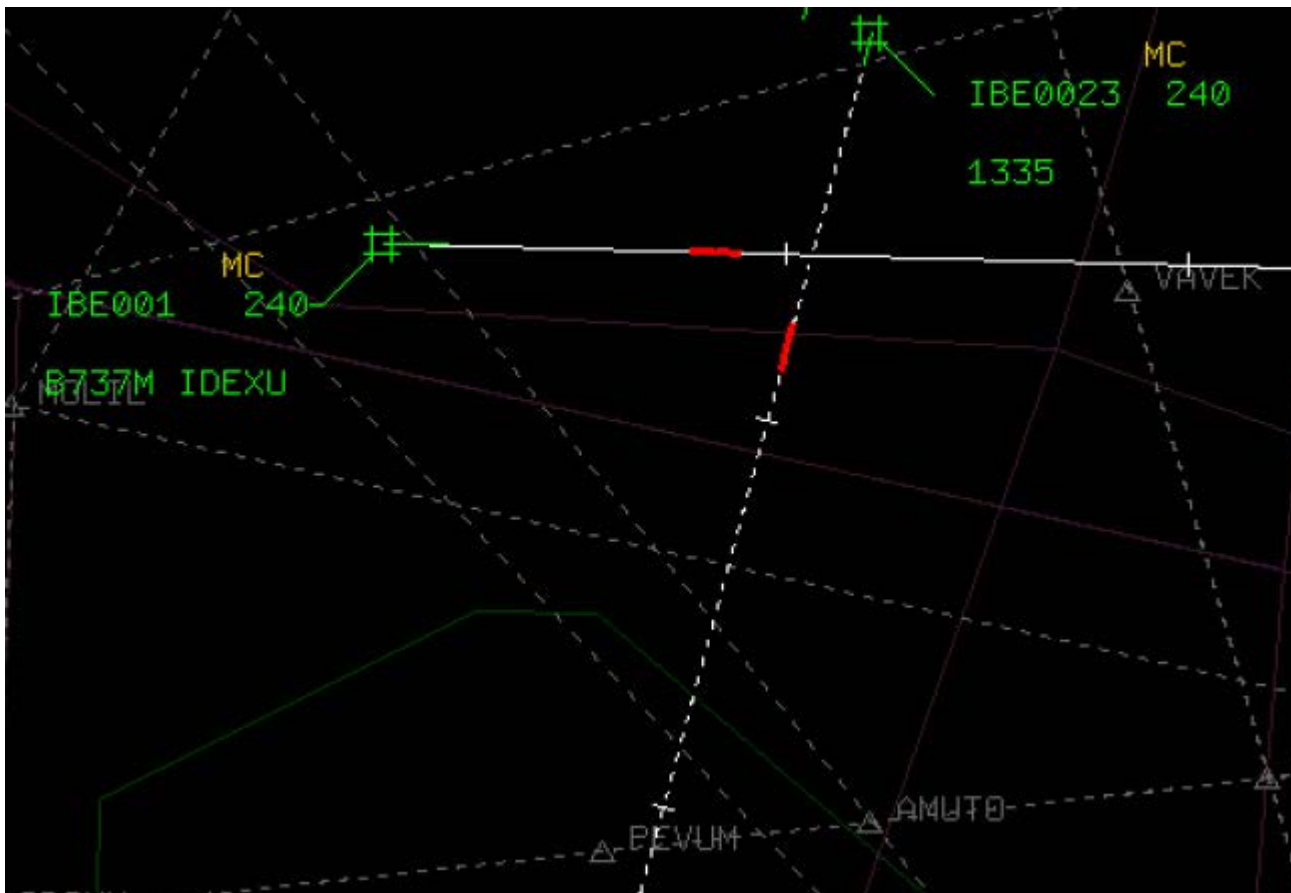The alert that it issues warns the controller to plan actions in advance.

When the flight path is not correct, the system makes erroneous MTCD (MEDIUM TERM CONFLICT DETECTION) alarm calculations that can lead to incidents during the flight.

MTCD ALARM

The alarm will be generated with real tracks or with synthetic tracks

MTCD ALARM
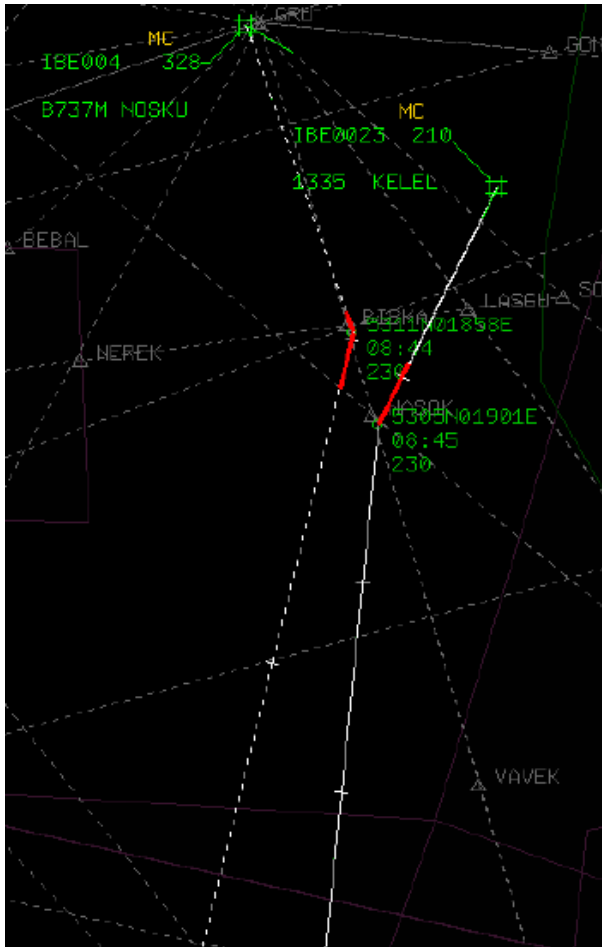
HORIZONTAL FUTURE SITUATION
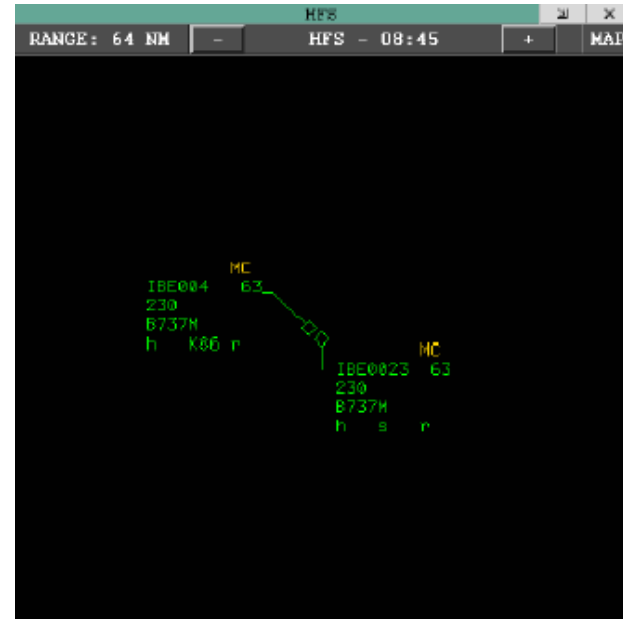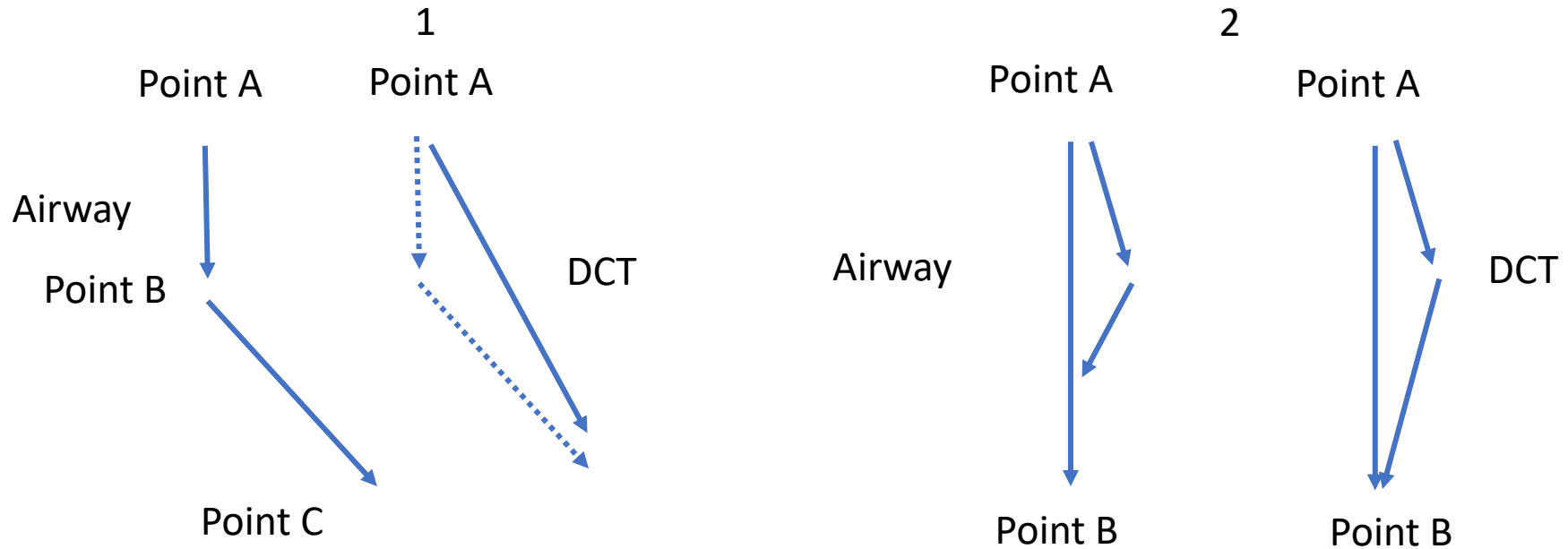

The controller can see in the future where two flights will be located

The alarm will indicate to the controller the exact point of the crossing or approach.

TRAJECTORY CALCULATION ERROR

1

Point A   Point A

Airway

Point B   DCT

Point C

2

Point A   Point A

Airway   DCT

Point B   Point B

1 If in a flight plan between two points you omit the name of an airway and write DCT, what will happen is that the route calculation will be wrong.

2 Another situation that can happen is that if the flight deviates from the route due to bad weather, it will try to return to the airway and not to the place where DCT is supposed to go. (Influences STCA alarm)

In both cases, this difference in your trajectory may influence your security

On-line Workshop on the Mitigation of Flight Plan Errors in the NAM/CAR Regions

DIFFERENCES WITH THE ORIGINAL FPL

COMPANY FPL

FF MHCCZFZX MHCCYSYX MHCCZQZX

12**2140** KFLLAJTO

(FPL-AJT5232-IN

-B763/H-DFHIM3RSWXYZ/EB1

-MROC2343

-N0467F360 RAMON4 RADON UB767 PZA
UZ751 SELEK/N0465F380 UL345 IKBIX DCT
PEAKY DCT GUSHY DCT DVALL **CURSO5**

-KMIA0225 KFLL

-PBN/A1B5C4D4O4 DAT/CPDLCX
DOF/210612 REG/**N316CM**

EET/MUFH0126 KZMA0159 SEL/**MRFS**
CODE/A35D59 PER/D RALT/MKJP

RMK/**UNABLE Y ROUTES OVRFLT PERMITS
COSTA RICA OVF AUTHORIZED BY OPEN
SKY NICARAGUA 015 2021 CUBA A576
SATCOM 14807682500 881623461063
AJT510**)

AIS FLP

FF MHCCZQZX

12**2026** MROCZPZX

(FPL-AJT5232-IS

-B763/H-DFGHIM3RSWXYZ/EB1

-MROC2345

-N0477F320 UB767 RADON UB767
PZA UZ751 SELEK DCT IKBIX DCT
MTH

-KMIA0225 KFLL

-PBN/A1B5C4D4O4
NAV/RNVD1E2A1 DOF/210612
REG/**N316CM** EET/MUFH0122
KZMA0153 SEL/**CSHK**)

WHO ORIGINATES THE FLIGHT PLANS THAT I RECEIVE WITH ERRORS?

HOW CAN I CONTACT HE/SHE?

NEED FEEDBACK FROM THE FPL TRANSMITTING

WHAT HAPPENS WHEN A FLIGHT PLAN DOES NOT HAVE A STANDARDIZED ARRIVAL IN ITS FLIGHT PLAN?

DIFFERENCES WITH THE ORIGINAL FPL

COMPANY FPL

FF MHCCZQZX MHTGZQZX
 270927 MPTOCMPO
(FPL-CMP795-IS
-B39M/M-DE1E2E3GHIRSWZ/H
-MPTO1255
-N0460F360 SIMAN1A SIMAN DCT
PUDOS DCT ISEBA CUARE3I
-MROC0058 MRLB
-PBN/A1B1C1D1L1O1S2T1
NAV/RNP2 DOF/210527
REG/HP9904 EET/MHCC0033
SEL/ESCR CODE/0C20DF OPR/CMP
PER/C RMK/TCAS)

AIS FPL

FF MHCCZQZX
270927 MPTOZPZX
(FPL-CMP795-IS
-B39M/M-DE1E2E3GHIRSWZ/H
-MPTO1255
-N0460F360 SIMAN1A SIMAN DCT
PUDOS DCT ISEBA CACHI
-MROC0058 MRLB
-PBN/A1B1C1D1L1O1S2T1
 NAV/RNP2 DOF/210527
REG/HP9904 EET/MHCC0033
SEL/ESCR CODE/0C20DF OPR/CMP
PER/C RMK/TCAS)

FLIGHT PLAN SENT BY THE CAA

```
FF MHCCZQZX
141325 SEFGZQZX
(FPL-RER6815/A5505-IX
-B735/M-S/C
-SEQM1320
-N0430F360 PALAD/N0430F260
DCT ESV DCT VAMOS DCT BOLDO
DCT
-MMMX0402
-DOF/210614 REG/HCCUH)
```


THE ROUTE ONLY REACHES THE LIMIT OF THE FIR DOES NOT HAVE DATA FROM BOX 18
WHAT HAPPENS IN CASE OF FAILURE OF COMMUNICATIONS?

FLIGHT PLAN SENT BY THE CAA

FF MHCCZQZX
021731 MKJKZQZX
(FPL-SWQ6205/A3571-VG
-B734/M-SWR/C
-TJSJ1640
-N0440F320 KEBET UL577 MAMBI
-MMUN0010
-0)

THE ROUTE ONLY REACHES THE LIMIT OF THE FIRDOES NOT HAVE DATA FROM BOX 18
WHAT HAPPENS IN CASE OF FAILURE OF COMMUNICATIONS?

FLIGHT PLAN SENT BY THE ADJACENT CAA

FF MHCCZQZX

282322 MROCFDPA

(FPL-VJT813/A4633-IN

-GLEX/M-SWYBDE1E2E3FGHIJ1J3J4J5P2RXZ/LB1D1

-MROC2330

-N0462F410 LIO DCT DAGAS DCT TIMRO DCT ERIKO UM597 BETIR/M081F410

M597 FIVZE DCT 3000N05000W/M081F450 3400N0400

-LEBL1034

-PBN/A1B1C2D2D3L1O2S2 NAV/SBAS COM/CALLSIGN VISTAJET DAT/1FAN

SUR/260B RSP180 DOF/190628 REG/9HVJI EET/MPZL0019 SKEC0059 TNCF0127

MDCS0150 TJZS0221 KZWY0255 FIVZE0340 50W0501 LPPO0609 30W0712 B

SEL/AGBM CODE/4D20D5 OPR/VISTAJET PER/C RMK/TCAS EQUIPPED VISTA OPS
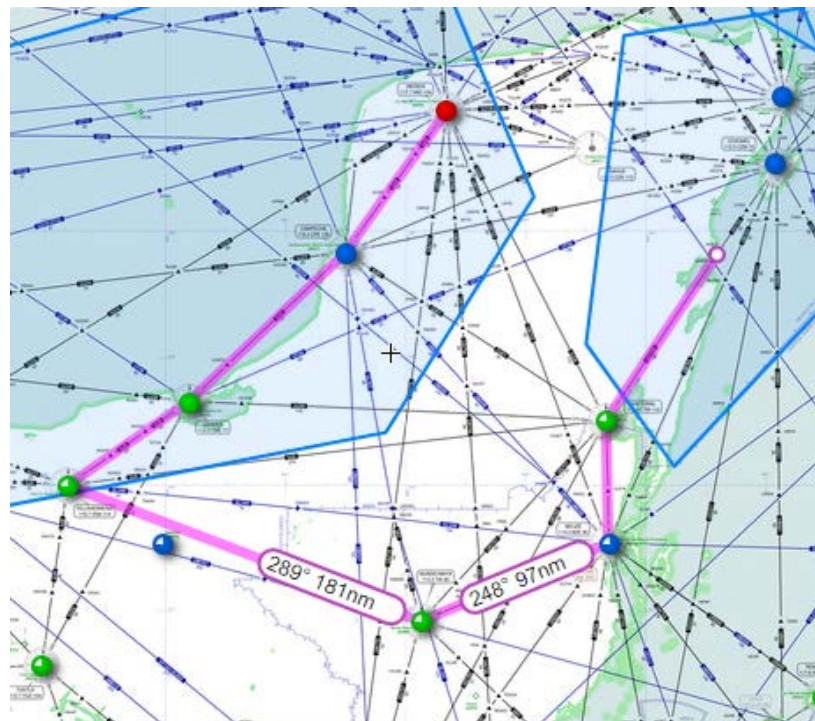
0035620928022 SJO9HVJI270619 6652 IA RVR/550)

FLIGHT PLAN SENT BY THE CAA

FF MHCCZQZX
100117 MMIDZRZX
(FPL-ENY4271/A0607-IS
-E170/M-SDE3GIRWZ/EB1
-MMCZ0045
-N0451F200 PAULE1C PAULE UG765
CTM BZE TIK VSA UJ9 MID
-MMMD0209 MMCZ
-PBN/B2B3B4B5C1D1
NAV/RNVD1E2A1 SUR/260B
DOF/210610 REG/N288NN
EET/MHCC0023 MMID0055 SEL/NONE
CODE/A2ECEC RMK/DVSN)

- The STAR it will perform is unknown-

FLIGHT PLAN SENT BY THE CAA

```
FF MHCCZQZX
181619 MKJKZQZX
(FPL-MAZE066/A0166-YX
-P3/M-SDFGHIRUZ/S
-MPTO1500
-N0340F220 TBG DCT MARMA LIVUD LEVOR DELVI
ILUBA UL333 RAKAR DCT LIBOK DCT CUKAN
-KNGP0530 KCRP
-STS/STATE PBN/A1B2B3B4B5D1S2 DOF/210518
REG/N769SK EET/MKJK0119 MHCC0136 MMFR0228
KZHU0441)
```

- THE ROUTE HAS FIXED WITHOUT CONNECTION
- THE FLIGHT RULES IS "Y" BUT THE ROUTE DOES NOT EVIDENCE THE CHANGE TO VFR
- IS IT A MILITARY FLIGHT?

FLIGHT PLAN WITH BOX 18 INCOMPLETE

FF MHCCYSYX MHCCZRZX

222138 MSLPZPZX

(FPL-OMNI91-YM

-DH8B/M-GS/C

-MSLP2230

-N0210A160 AMUVO3H AMUVO/N0210A165 VFR DCT CAT/N0200A100 IFR DCT

-MSLP0800 MGGT MRLB

-STS/STATE DOF/190722 REG/N991HA RMK/VFR OPERATIONAL 0730 HOURS AT AMUVO EL SALVADOR DIP CLEARANCE APACS 760486 CLEARANCE OMNI 91 HONDURAS OVERFLIGHT APACS 747610 CLEARANCE 18121707 SQWK 6744)

DLE INFORMATION WAS NOT INCLUDED.

FOR AIR SAFETY MINIMIZE FLIGHT PLAN ERRORS

It is important to be aware that the error will always exist.

1. CHOOSE A MULTIDISCIPLINARY WORK TEAM
The diversity of experiences in different areas will help to have a better overview of the situation.

2. IDENTIFY
Identify the originators of the errors.

3. ANALYZE
Do a detailed test of the errors you receive, which will allow you to get answers.

4. COLLECT
Collecting evidence is very important, get statistics. The frequency of the event will help you make decisions.

5. CHECK OBJECTIVES
It is necessary to be clear about where we are aiming.

SUGGESTED MEASURES TO MINIMIZE THE ERROR

6. ESTABLISH A STRATEGY
Define short and medium term goals.

7. APPOINT PERSONS RESPONSIBLE
The best people deserve to be in the best positions.

8. CREATE REALISTIC GOALS
Encourage your team to meet the goals. / courses / workshops / meetings IATA-ACC-APP

9. EVALUATE THE PROCESS AS WELL AS THE RESULT
Inquire, support, session and analyze as a team, the process is as important as the result.

10. DO NOT BE AFRAID TO RE-EVALUATE THE ACTIONS

Recalculate is not limited to GPS.

11. FEEL AND ENJOY THE LITTLE ADVANCES AS A TEAM
Someone wrote that only one person can win medals but a teamWin championships.

AIDC AUTOMATED SYSTEM

AIDC: ATS INTERFACILITY DATA COMMUNICATION

It is a communications protocol that aims to automate the coordination between two control centers, eliminating voice coordination.

AIDC is based on flight plans, it has the ability to reject coordination due to the detection of an error in the flight plan, forcing users to resume the use of ATS channels.

ICAO

IMPACT OF ERRORS ON AUTOMATED SYSTEMS

SCENARIO 1

ATS 1

The issuing control center will coordinate a flight plan that has no errors.

ATS 2

The receiving control center also has the same flight plan that has no errors.

THE COORDINATION IS A SUCCESS THE AIDC OF THE ATS 2 CHECKS THAT THE DATA OF THE FLIGHT PLAN SENT BY THE AIDC OF THE ATS 1 ARE IDENTICAL.

SCENARIO 2

ATS 1

ATS 2

The issuing control center will coordinate a flight plan that has no errors.

The receiving control center did not receive the flight plan, but since the flight plan has no errors, the system will be able to copy all the flight plan data.

The receiving control center did not receive the flight plan, but since the flight plan has no errors, the system will be able to copy all the flight plan data.

IMPACT OF ERRORS ON AUTOMATED SYSTEMS

SCENARIO 3

ATS 1

The issuing control center will coordinate a flight plan that has different data than the company's flight plan, but is normatively valid.

ATS 2

The receiving control center received the same flight plan but from a different originator the flight plan has no errors, the data is different from that sent by ATS1.

THE COORDINATION IS A SUCCESS BUT THE ATS 2 FLIGHT PLAN IS UPDATED WITH THE DIFFERENT INFORMATION THAT THE ATS1 FLIGHT PLAN HAD

SCENARIO 4

ATS 1

ATS 2

The issuing control center will coordinate a flight plan that has no errors.

The receiving control center received the same flight plan but from a different originator the flight plan if it has errors.

THE COORDINATION IS A SUCCESS BUT THE ATS 2 BAD FLIGHT PLAN IS UPDATED WITH THE CORRECT INFORMATION THAT THE ATS FLIGHT PLAN HAD1.

SCENARIO 5

ATS 1

The issuing control center will coordinate a flight plan that has errors sent by originator A.

ATS 2

The receiving control center received the same flight plan but from a different originator the flight plan also has errors but in different areas of the flight plan.

> **THE COORDINATION IS FAILED THE AIDC OF THE ATS2 REVISED THE FLIGHT PLAN BUT REJECTED IT DUE TO REGULATORY ERRORS FOUND.**

SCENARIO 6

ATS 1

The issuing control center will coordinate a flight plan that has different data than the company's flight plan, but is normatively valid.

ATS 2

The receiving control center received the same flight plan but from the parent company, this flight plan has no errors, the data is different from that sent by ATS1.

ATS 3

The receiving control center received the same flight plan but from the parent company, this flight plan has no errors, the data is different from that sent by ATS1.

CONCLUSION

AIDC COORDINATION ARE AFFECTED BY FLIGHT PLANS WITH CHANGES THAT ARE NORMATIVELY CORRECT. BUT THEY ARE DIFFERENT.

AIDC IS INTERRUPTED BY WRONG FLIGHT PLANS.

SUCCESS PERCENTAGES DO NOT INCREASE WITH ERROR FLIGHT PLANS.

THANK YOU