



# ICAO

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

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

On-line, 15 to 17 June 2021

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### Summary of Discussions

<b>Date</b>	From 15 to 17 June 2021
<b>Location</b>	On-line
<b>Opening Ceremony</b>	The Workshop was attended by 146 delegates from 29 States/Territories from the NAM/CAR Regions and other regions of the world. The list of participants is shown in the <b>Attachment</b> .

Opening remarks were provided by Mr. Melvin Cintron, Regional Director, North American, Central American and Caribbean (NACC) Office of the International Civil Aviation Organization (ICAO) and Mr. Nicholas Reyes, Director for the Western Hemisphere of the Office of International Relations of the Federal Aviation Administration (FAA) of the United States opened the event.

#### 1. References

- 1.1 Further to State Letter ref. NT-N1-8.7.1 — E.OSG - NACC85775, NAM/CAR States were invited to participate in the On-line Workshop on the Mitigation of Flight Plan Errors in the NAM/CAR Regions.
- 1.2 The Workshop had three different sessions:
  1. First session: the flight plan format and its normativity and the need to periodically update ICAO Doc 4444, *Air Traffic Management* were covered.
  2. Second session: common errors in flight plans and the impact of these errors in automated systems were reviewed.
  3. Final session: regulatory compliance, Air Traffic Control (ATC) systems and Aeronautical message handling system (AMHS) were discussed. Information on future implementation of Flight and Flow - Information for a Collaborative Environment (FF-ICE) was also provided.

#### 2. Objectives

- 2.1 The flight plan information of any operation is the raw material used for the automation to correctly perform its calculations. Errors in this information directly impact the coordination between Air Traffic Control Centres (ATCCs). In this regard, and as part of the Air Traffic Services Inter-facility Data Communication Task Force's action plan, this on-line Workshop was carried-out to support the mitigation of flight plan errors in the NAM/CAR Regions.

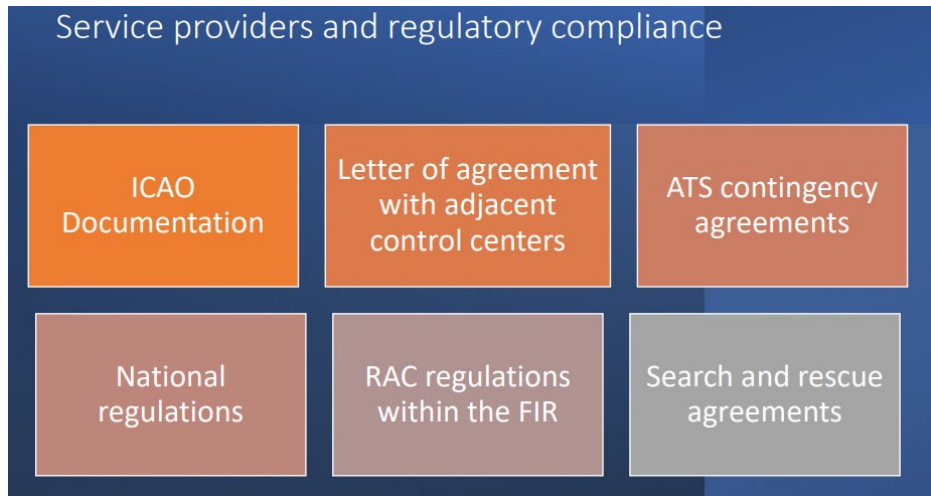
**3. Discussion**

- 3.1 The Workshop focused on the importance of knowledge of the flight plan form, its fields, information, and the impact that errors in flight plans have on operations in the region. Omissions or errors that are considered small, such as the transmission of a flight plan with a delay, the elimination of a simple letter in box 10, the lack of an arrival procedure, represent an economic impact for the airline, for whoever processes the message and it could also compromise safety.
- 3.2 During the Workshop, the different causes of flight plan errors were covered, as well as the need to comply with ICAO regulations, and real examples of the causes of a flight plan error and its consequences on the flight plan operations were provided.
- 3.3 Regionally implemented measures were shared to mitigate flight plan errors caused by the industry, by aeronautical courier providers and by flight plan dispatch Offices.
- 3.4 The need to periodically update ICAO Doc 4444 was discussed, especially the need for all those involved to interpret the document in the same way, to use the same in terms of their requirements and specifications was debated.
- 3.5 The session indicated the importance of providing periodic reviews by States in accordance with the application of Doc 4444 and providing feedback to ICAO with this information, so that ICAO has the opportunity to review and improve this document.
- 3.6 During the second session, statistical data was presented on the types of flight plan errors and the regional impact, not only on the operations themselves, but also on the automated coordination using the North American Interface Control Document (NAM/IDC) and Air Traffic Services Inter-facility Data Communication (AIDC) protocols.

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

3.7 IATA provided information on the flight plan issuance process by airlines and indicated that they follow an improvement process through feedback from air navigation service providers, for which States were invited to submit information on errors that they identify, so that airlines can improve their process.

3.8 In the final session, the need for compliance of the regulation by service providers was discussed, taking into account the following aspects:



3.9 The following limitations that induce errors were mentioned:

1. Limited database in certain areas
2. Flight plan templates that accept errors
3. Knowledge of only of basic data of the flight plan (with respect to Doc 4444)
4. Acceptance of duplicate flight plans

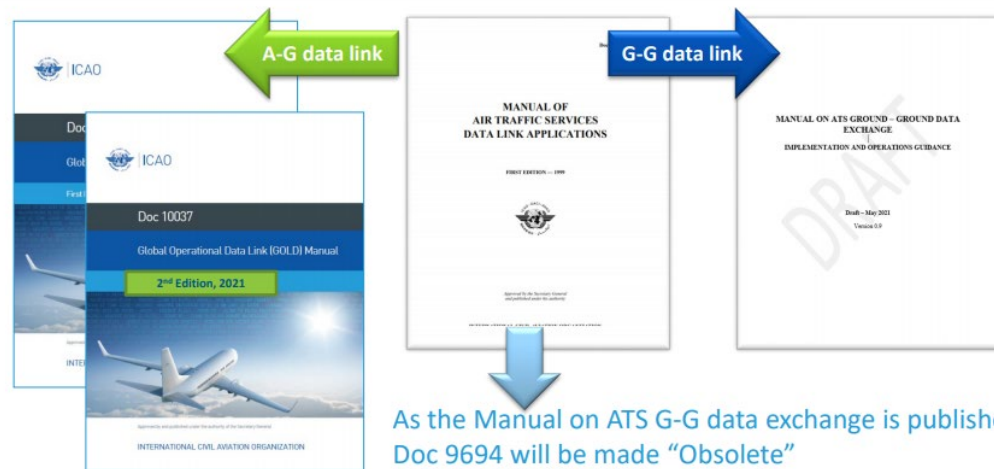
5. Omission of flight plans, which allows other control centers to send flight plans with errors (ATS)
6. Exclusion of the flight plan topic in recurrences
7. Career plan with few hours on flight plan
8. Time to act is on-the-go

3.10 The following best practices were shared:

1. Assess the capacity of the database with your provider
2. Request that factory test protocol be included for the flight template
3. Knowledge of lessons learned from flight plans exchange
4. Analyze the cause of the receipt of multiple flight plans
5. Identify recurring errors and contact the originator
6. Report wrong flight plans received
7. Reevaluate the career curriculum
8. Include flight plan in recurrences
9. Create a retraining plan for those who need it

3.11 Finally, the Secretariat presented a summary of the on-going work of ICAO on Flight and flow - information for a collaborative environment (FF-ICE).

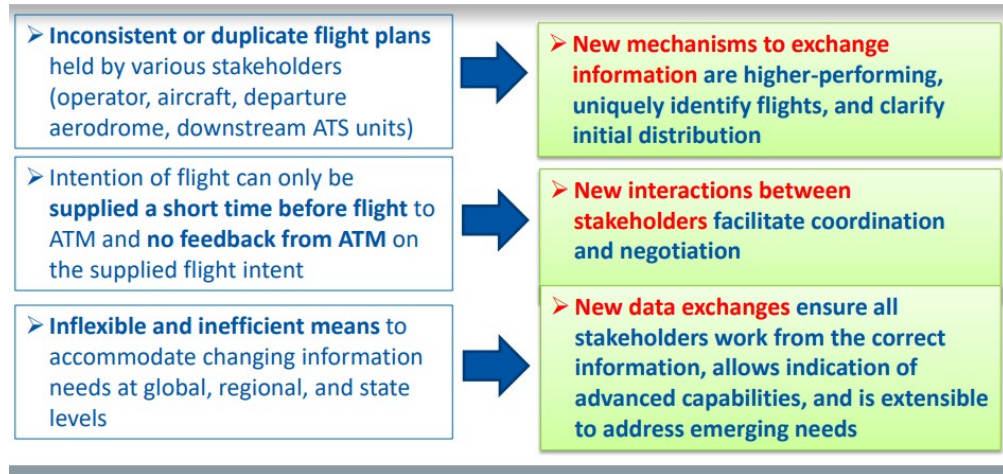
3.12 Information was presented on the documentation developed by ICAO to support the implementation of the AIDC.



3.13 Regarding the FF-ICE, it was indicated that the information necessary for the planning, coordination and reporting of flights was exchanged in a standardized format among the members of the Air Traffic Management (ATM) community, including those who participate in flight and aerodrome operations.

3.14 The current overview in operations and aeronautical messaging finds inconsistent or duplicate flights, short notice flights sent to the ATM, lack of response from the ATM regarding its management, and inflexible and insufficient means.

3.15 With the development and implementation of the FF-ICE, the following changes are expected:



#### 4. Workshop schedule and activities

4.1 The Workshop webpage is located at:

<https://www.icao.int/NACC/Pages/meetings-2021-mfpe.aspx>

#### 5. Outcomes/Recommendations

- 5.1 Identify opportunities for improvement in the activities of sending and receiving flight plans in the organizations.
- 5.2 Implement flight plan review and monitoring systems to identify error failures and implement error mitigation measures.
- 5.3 Work together with airlines and different stakeholders so that they can jointly find solutions to the identified problem.
- 5.4 Take advantage of the information on best practices discussed in the Workshop to integrate them into the improvements in operations and the management of flight plans.
- 5.5 Finally, assess and integrate into the planning the implementation of FF-ICE in future projects.

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**On-line Workshop on the Mitigation of Flight Plan Errors in the NAM/CAR Regions  
Taller en línea para mitigar errores de planes de vuelo en las Regiones NAM/CAR**

On-line, 15 to 17 June 2021 / En línea, del 15 al 17 de junio de 2021

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