



**FPL Monitoring Group User Meeting
Minutes of User Teleconference/1
(20 February 2018 1800UTC)**

References:

- 1 AIM/FPL/AIDC/1 meeting report

Purpose and agenda:

Statement of purpose: To discuss and agree with airline representatives which error conditions in flight plans can be considered subject to local correction and thus not generate a rejection.

- 1 Discuss the factors that justify a rejection of a flight plan.
- 2 Other matters.

Participants:

1. Cuba: Carmen Dearmas, Jorge Centella, Joao Vásquez
2. Curaçao: Natasha Leonora-Belefanti, Jozef Nicolaas
3. Dominican Republic: Fernando Casso (rapporteur)
4. Haiti: Erns Edmond
5. Mexico: Margarita Rangel, Miguel Angel Reyes (SENEAM)
6. Trinidad and Tobago: Ricky Bissessar
7. United States: Dan Eaves
8. Air Canada: Esther Eivinsen
9. American Airlines: Brian González, Mike Beasley
10. Delta: Bob Oberstar
11. Jet Blue: Alberto Ortega
12. KLM: Rocco Heesters
13. United Airlines: María Flores
14. IATA: Marco Vidal
15. ICAO: Mayda Avila

Discussions:

Discuss the factors that justify a rejection of a flight plan

1. The rapporteur introduced the subject that was brought up during the AIM/AIDC/FPL task forces meeting, in which airlines mentioned situations in which there are differences in flight plans that could be solved locally and not imply the rejection of the flight plan.
2. During the discussion three factors were mentioned that represent a starting point:
 1. EET slightly off
 2. Minor errors in route
 3. Item 18 indicators out of order.
3. These factors were provided by experiences of the participants.
4. An important difference was pointed out between changes that are tactical, in which time is critical, and those that are more informational, and can be handled with the airline to be corrected preventively. Thus errors in the tactical setting would be corrected locally with feedback through phone call, and those that classify as informational (recurring errors) can be informed by email.
5. This information will be presented at the joint NAM/CAR/SAM AIDC/FPL meeting in Lima, Peru, in April of this year.



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Other Matters

6. During the meeting airlines expressed difference situations with flight plans that have been affecting them, such as:
 1. Facilities that do not have the capability of generating an automatic reject message, so airlines do not know there has been a rejection, or receiving a reject message without an explanation.
 2. United expressed that their flight plans include a sequence order at the end of the flight plan that causes their flight plan to be rejected. IATA offered to get more information for the meeting members to see and understand.
 3. Sometimes abnormal routing is filed due to circumstances such as weather, and the route is discovered to not have been accepted and reverted to the normal route without feedback.
7. ICAO proposed to the airlines to gather the information of errors they are experiencing with the purpose of presenting this information at the NAM/CAR/SAM meeting in Lima, Peru, in April. Coordination of which airlines will attend will be coordinated through IATA (**ACT 01**). The invitation for the meeting will be sent to the airlines also through IATA. (**ACT 02**)
8. The issue of supplemental data was also discussed, regarding cases of item 19 data being included in FPL messages, and the difference in treatment of these cases between FIRs. This also is an issue to be discussed in the meeting in Lima, Peru.
9. Also mentioned was the issue of the requirement of an alternate aerodrome for flights returning to the United States. This issue has been addressed in proposed regional agreements.
10. IATA agreed to send the results of the survey done with the airlines regarding the capacity of processing ATS messages and REJ/ACK messages.
11. The data collection to be done by the group was mentioned by the Rapporteur, and the proposition of not only recording duplicates as up to now, but all errors encountered. This would be proposed by the rapporteur to the monitoring group (**ACT 03**). IATA urged the group to include examples of the flight plans in error, to ease identification and correction of errors.

Summary of Action Items from this Meeting

ACT No.	Description	Status	Comments
01/01	IATA to coordinate with the airlines which ones will attend the AIDC/FPL meeting in Lima, Peru.	Valid	
02/01	ICAO to send NAM/CAR/SAM meeting invitation to IATA for the airlines	Valid	
03/01	Rapporteur to propose FPL Monitoring Group the collection of all errors in upcoming data collection.	Valid	

Next meeting: TBD