

## **FLIGHT PLAN ERRORS IDENTIFIED IN THE PLANNING OF FLIGHT PLANS AND RECOMMENDATIONS TO MITIGATE FLIGHT PLAN GENERATION ERRORS**

### **FLIGHT PLAN ERRORS IDENTIFIED IN THE PLANNING OF FLIGHT PLANS:**

- Lack of quality and consistency in flight plans
- Inappropriate use of repetitive flight plans (RPLs)
- Conversion due to non-compliance with the ICAO 2012 flight plan format
- Lack of verification of flight plan data by the aircraft operator prior to flight plan filing
- Manual entry and processing of FPLs and associated messages
- Similar errors and multiplicity of flight plans
- Omission of standard ATS messages associated to the flight plan (CHG, CNL....)
- Incorrect addressing of flight plan and associated messages
- Lack of agreement between the user and the flight information service provider regarding the direct delivery to the FDP of flight plans and associated messages by the operators.

### **RECOMMENDATIONS TO MITIGATE FLIGHT PLAN GENERATION ERRORS**

- Train and inform all ARO/AIS personnel on the importance of the flight plan in the AIDC coordination process and ATS systems.
- Review the databases of automated systems, which should be in accordance with the amendments published in each AIP.
- Perform the proper addressing of the flight plans to automated control centres, listing AFTN addressing requirements in the aeronautical information publication (AIP).
- Conduct a complete analysis to determine if the existing automated ATM systems comply with flight plan 2012, especially with regards to the correlation between Items 10 and 18.
- Establish letters of agreement with the operators for the filing of repetitive flight plans (RPLs) for their proper processing and transmission.
- Establish a reporting mechanism to give feedback to operators on the number and cause of flight plan rejects and errors, prior to the establishment of agreements or direct delivery of FPLs to the ARO/AIS office.
- Use as a reference the procedures applied in Brazil and Lima for repetitive flight plans (RPLs) that are properly processed and transmitted, avoiding errors in the distribution to automated systems. These procedures are based on letters of agreement with the airlines, which must strictly follow the established procedures.

- Conduct an analysis in each unit to see the feasibility of concentrating flight data in flight plan distribution centres, based on available systems.
- If air navigation service providers offer the capability of filing FPLs *via* Internet, a validation process shall be implemented to prevent the introduction of inaccurate movement message data.
- Before delegating the responsibility for direct filing of flight plan messages, air navigation service providers must consider conducting a trial with the new operators, the ARO/AIS office, using a central AFTN/AMHS address for receiving messages for initial manual validation.
- Report to the representatives of aircraft operators and IATA at the next SAMI/IG meeting (SAM/IG/18) those aspects involved in the filing of an erroneous flight plan, which disrupt the AIDC coordination process.

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