



## Agenda

### Item 3: Analysis of the Availability and the Flight Plan Errors in the NAM/CAR/SAM Regions

#### FLIGHT PLAN ERRORS STATISTICS, NAM/CAR REGION

(Presented by the Rapporteur of the ANI/WG AIDC Task Force)

##### SUMMARY

In this working paper some flight plan error statistics observed in the NAM/CAR Region are presented, as well as measures agreed to mitigate this problem.

## 1. Introduction

1.1 The subject of flight plans errors has been addressed several times over a considerable period of time. In the NAM / CAR Region, the AIDC implementation task force, through the FPL ad-hoc monitoring group, has the task of recommending measures and monitoring them so that this phenomenon does not present an impediment when implementing the AIDC. As a result of the work of this group, statistics have been obtained and a procedure has been proposed to reduce the occurrence of errors.

## 2. Discussion

2.1 In recent years, the FPL Monitoring Group has been collecting flight plan statistics to measure progress in mitigating errors. Recognizing that the most common error by far is the duplication of flight plans, since 2015 it has concentrated its efforts more on this type of error.

2.2 In the beginning, data collection for the flight plan statistics was carried out for one or two weeks, exhaustively collecting all the errors that occurred during that time. This methodology represented a considerable workload, and more in States with large volumes of traffic. In view of this fact, the methodology to take a sample of flight plan data for one or two hours each day during a week has been changed. It also includes the data of the total number of flight plans processed during the sampling period, thus providing a common basis for comparison with other periods, and to take into account the difference in traffic volume between FIRs.

2.3 In **Appendix A** you can find some statistics of the last data collection. From these, you can observe the following:

- a) percentage of errors related to the number of correct flight plans is 11%, a rather high rate (first graphic);
- b) duplicated flight plans represent 41% of reported errors (second graphic);
- c) between users (airlines) and service providers, some errors are generated preponderantly by the former (i.e. box 18 not in sequential order) and others by the latter (i.e. invalid aircraft model), but in general terms errors are committed on both sides (third graphic);
- d) noting the origin addresses that generate most errors, both service providers and users are seen, as well as online services. In general, the duplication of flight plans is predominant, however in some cases others are equally frequent (inclusion of SPL information, inconsistent designation of SID or STAR, flight plan not belonging to FIR) (fourth graphic);
- e) the above is a general view. If carried out by FIR, you can see the difference between the most common errors for each origin address.

2.4 During the last years and with an annual periodicity a meeting with the members of the AIDC task force and FPL monitoring take place. The last meeting was held in Tegucigalpa, Honduras, at the end of last year, with the valuable participation of representatives of some airlines. In that meeting a series of actions were agreed, among which is the establishment of a homogeneous procedure to be used at regional level in order to reduce flight plans errors, as presented in **Appendix B**.

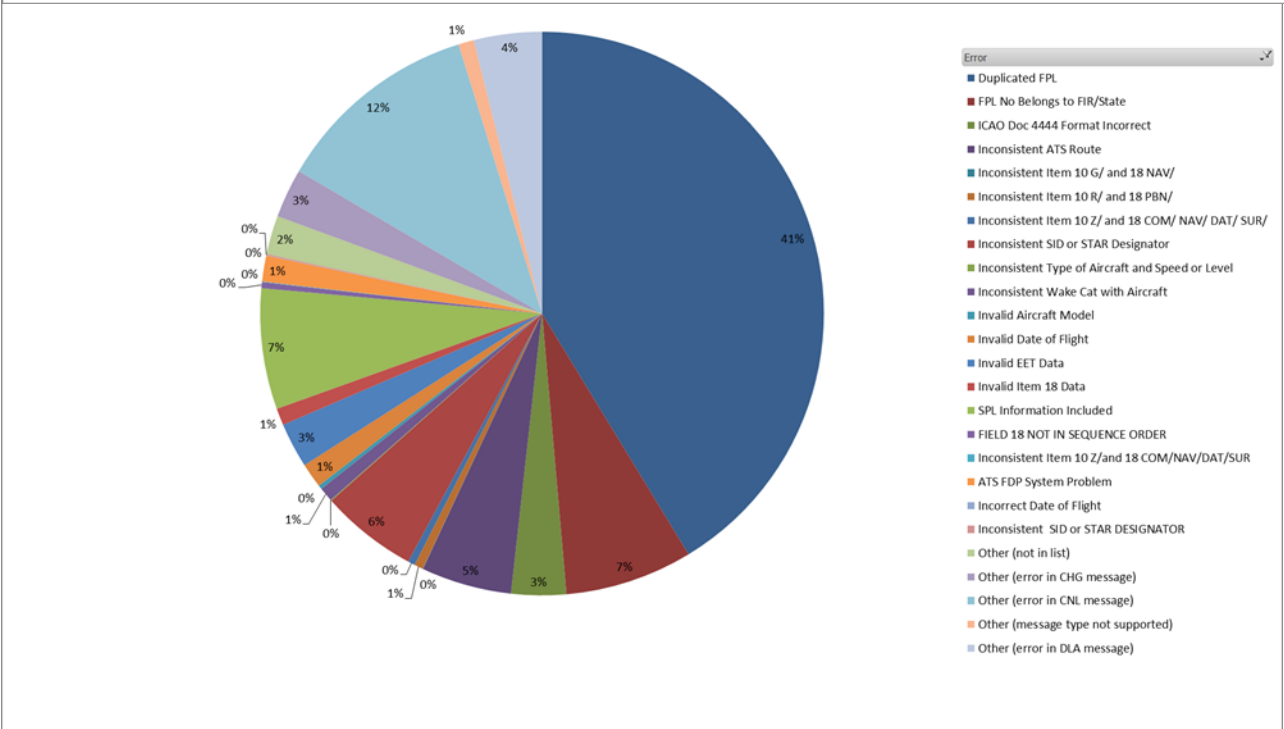
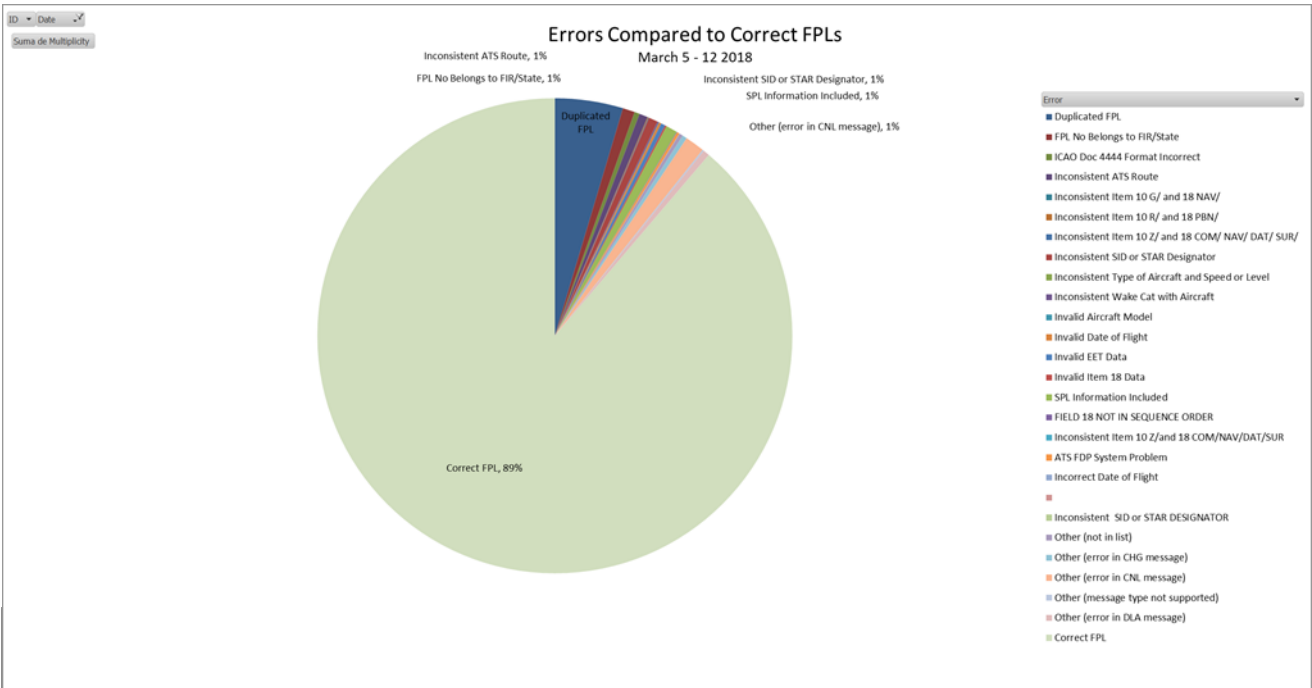
2.5 One of the most relevant topics of the aforementioned meeting was feedback. Both users and service providers have complained that they do not have enough feedback from the other party. In view of this the action of updating the list of points of contact of airlines was taken, and also prepare a list of points of contact of service providers, and thus open the double track of information that must flow so that errors are detected and corrected.

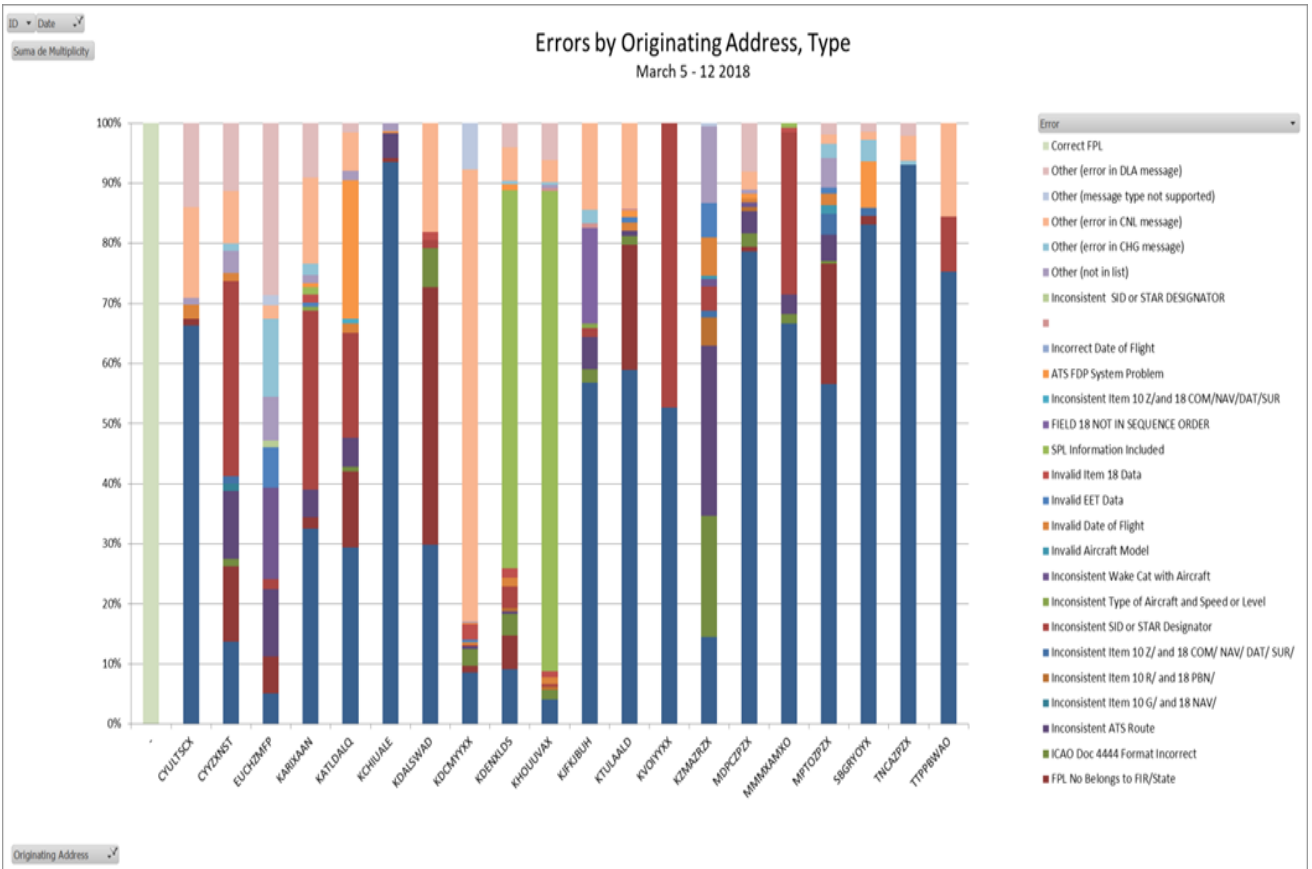
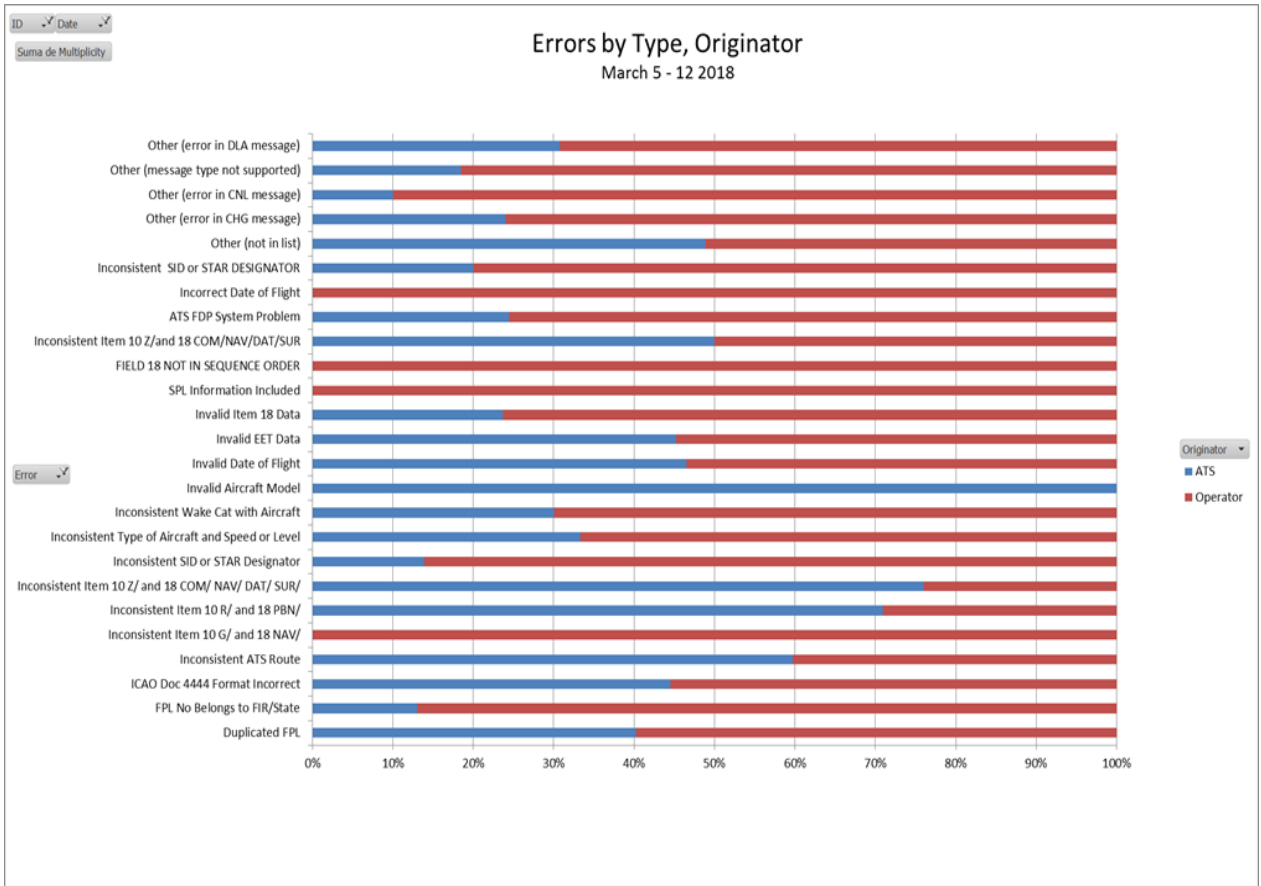
### **3. Suggested Action**

3.1 The Meeting is invited to:

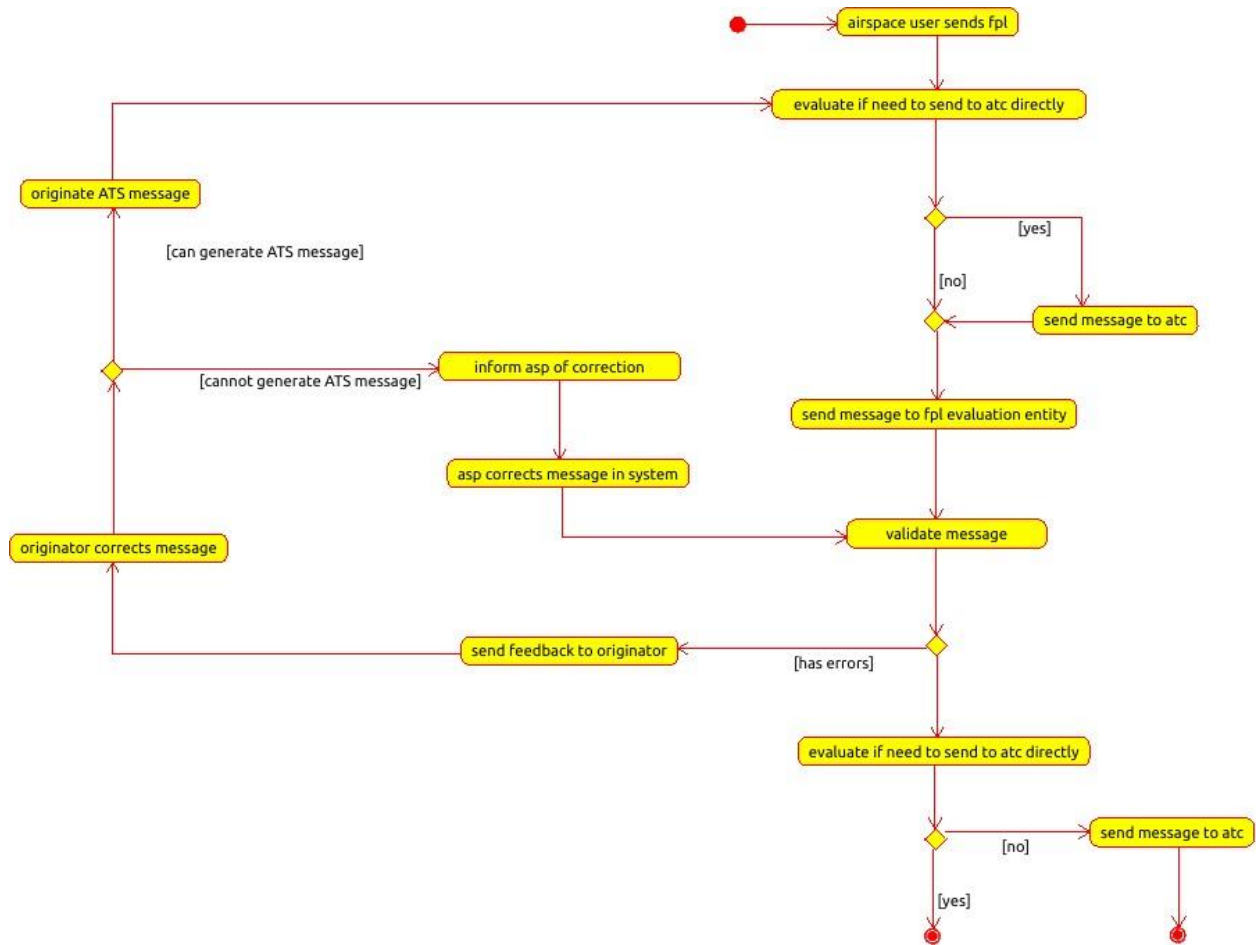
- a) take into account the information presented in this working paper;
- b) make use of statistics and measurements to guide mitigating actions of flight plan errors;
- c) consider the procedure for processing flight plans presented in Appendix A; and
- d) any other measure considers pertinent.

# APPENDIX A FLIGHT PLAN STATISTICS





## APPENDIX B FLIGHT PLAN PROCESSING PROCEDURE



- END -