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

WORKING PAPER

E/CAR/CATG/2 — WP/06
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Second Eastern Caribbean Civil Aviation Technical Group (E/CAR/CATG/2) Meeting
Miami, United States, 15 to 17 July 2015

Agenda Item 4: Air Navigation Matters

4.2 Follow-up on the implementation of the NAM/CAR Regional Performance Based Air Navigation Plan (RPBANIP) and the *Port-of-Spain* Declaration Air Navigation Targets in the Eastern Caribbean:

- **Progress reports of the AIM, AGA, ATM, CNS, MET and SAR Committees**

ACTIVITIES AND SUPPORT PROVIDED TO ANIWG FPL MON GROUP ON MITIGATION/SOLVING FPL ERROR/DUPLICATION

(Presented by PIARCO FPL Mon Group Representative)

EXECUTIVE SUMMARY	
This working paper presents the activities and progress given to the ANI/WG FPL Mon Group for the solution/mitigation of erroneous/duplicated.	
Strategic Objectives:	• Safety • Air Navigation Capacity and Efficiency • Economic Development of Air Transport
References:	• Second NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG/2), Puntarenas, Costa Rica, 1 to 4 June 2015. • FPL Mon Group Teleconferences

1. Introduction

1.1 The AIDC Implementation Task Force was formed during the first ANI/WG meeting to streamline related air navigation implementation activities. Among these is analyzing and coordinating mitigation/solution actions for duplicate/missing FPLs. During the 4th teleconference of the Task Force, a document was produced analyzing this issue, and an FPL monitoring group was proposed to report on problems and follow up on their solution in the matter of duplicate and erroneous FPLs. This monitoring group was formed during the 4th NACC/WG meeting in March 2014 as an ad-hoc group of the AIDC Implementation Task Force.

1.2 The FPL monitoring group is responsible for:

a) reporting FPL duplication/error issues occurring in their State;
b) overseeing the execution of the FPL mitigation/solution action plan; and
c) providing statistical data of the errors detected in the filing of flight plans in their State.

1.3 For this goal, a member representing each FIR in the region was agreed, who may be supported by other representatives from each State in the FIR. For the PIARCO FIR, Mr. Ricky Bissessar (Main) and Lorraine Davis (Support) were designated.

Discussion

2.1 The FPL Monitoring group carried out nine teleconferences, two rounds of flight plan error data collection, and a meeting at the end of February this year. A list of suggested actions for the mitigation of flight plan errors was drafted and approved, and later reviewed and modified. Also, a series of aids was also approved, such as contact lists for feedback to the operators and ATS units for the purpose of correcting errors detected, and an FPL Guidance document to contribute to the uniformity of procedures in the filing of flight plans. From the analysis of the second phase of data collection, whose results are shown in the **Appendix** to this paper, the following behavior was observed:

- Duplication remains as the most frequent error, followed by inconsistent ATS route, missing flight plans, other, and incorrect ICAO format, in that order, among others.
- There was no visible trend indicating increase or decrease in the rate of errors.
- The differences in percentage of each error between the first and second phases of data collection, although appreciable in some cases, must be pondered in the light of the variations of the methods, tools and experience used in each phase.

2.2 From these observations, the following conclusions were reached:

- The actions taken up to date have not been as effective as expected, due to the difficulty in their application by the FIRs (lack of personnel that can be dedicated to this activity being one of the main reasons).
- Feedback to the operators remains an important factor in reducing errors in flight plans.
- The sheer number of errors of all types makes the task of mitigating and reporting a difficult one for the FIRs (the first round collected over 44,000 errors, and the second well over 20,000).

2.3 In order to begin having positive results in the reduction of errors and, consequentially, a significant positive impact on safety, the following actions were discussed and proposed during the last group teleconference and the ANI/WG/2 meeting:

- Change the focus of mitigation, monitoring and reporting from encompassing all errors at the same time to concentrating on one error at a time. To do this, an updated action plan is described as follows:
  i. The group will consider one error at a time. The first error to be taken into account will be duplication, being the most frequent error.
  ii. The group will adopt a limited number of measures (two to four) to implement during a defined period of time. These measures will be taken from the suggested actions, although any additional measure can be added, and will be the actions considered to have the most positive impact in mitigation.
  iii. Data collection and analysis will circumscribe to the error being treated.

iv. Once there is evidence that the error has been reduced to an agreed level, the next error will be considered, and the cycle repeats.

- The most frequent errors identified from the analysis of the second phase of data collection will be extracted, and feedback given to the operators via IATA to correct these already detected situations.
- Follow up on actions will be done by means of teleconferences, where difficulties and suggestions for improvement can be considered.

2.4 Another task that was approved during the meeting in February was a safety assessment that would determine the impact of flight plan errors in operational safety. An ad hoc group was formed to perform this assessment, and the results were to be discussed at the next group teleconference (23 June 2015).

2.5. The FPL Mon Group will report the next activities to conduct for the mitigation/resolution of the duplication/ erroneous FPL by the second semester 2015, informed by their PIARCO FIR representative

3. Suggested Actions

3.1 The meeting is invited to:

a) take note of the activities and results of the 2nd round of FPL data collection ;

b) review the analysis and partial results and advise any actions or concerns in order to contribute to resolve the FPL error problems; and

c) agree on any other action as deemed necessary.

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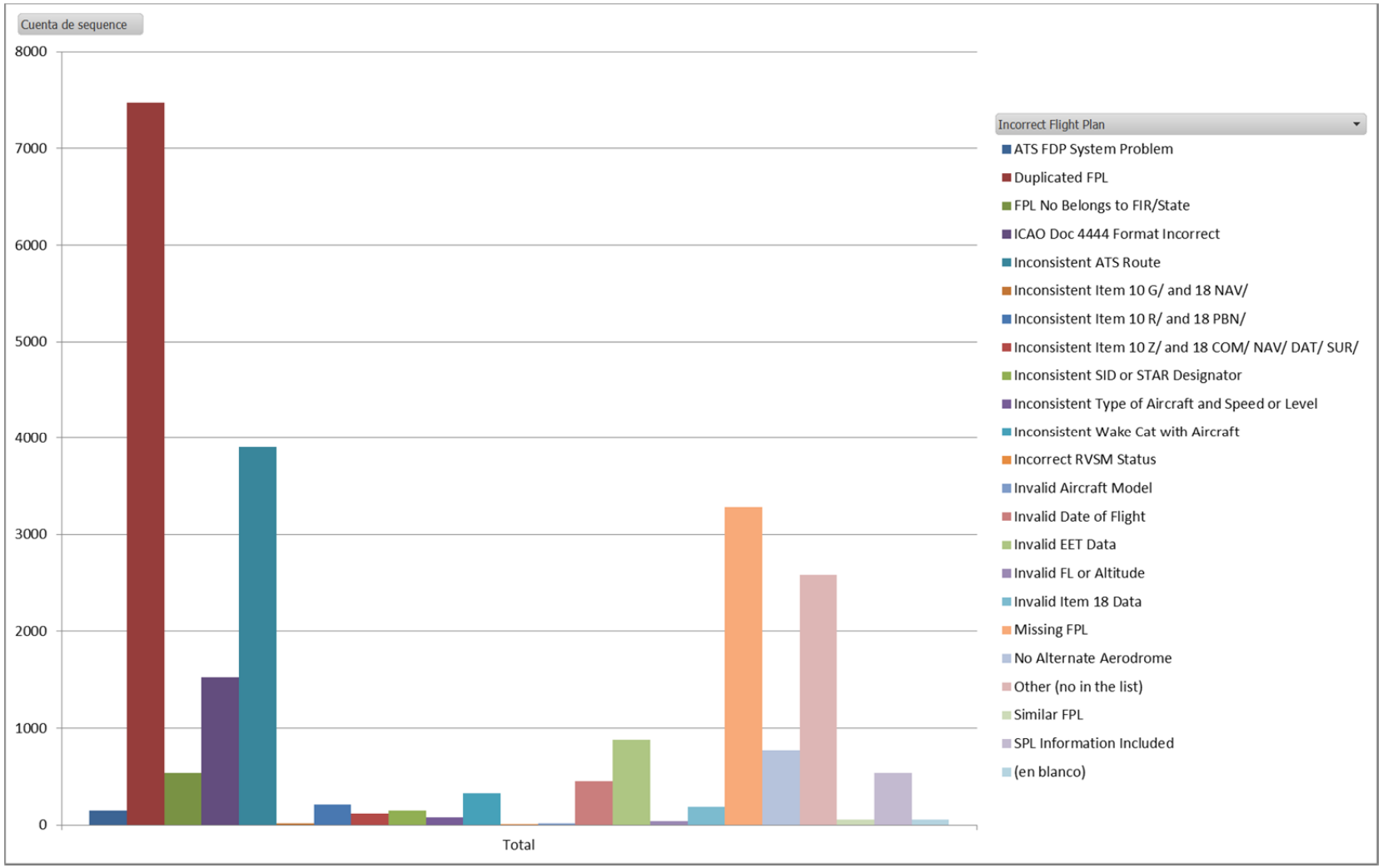
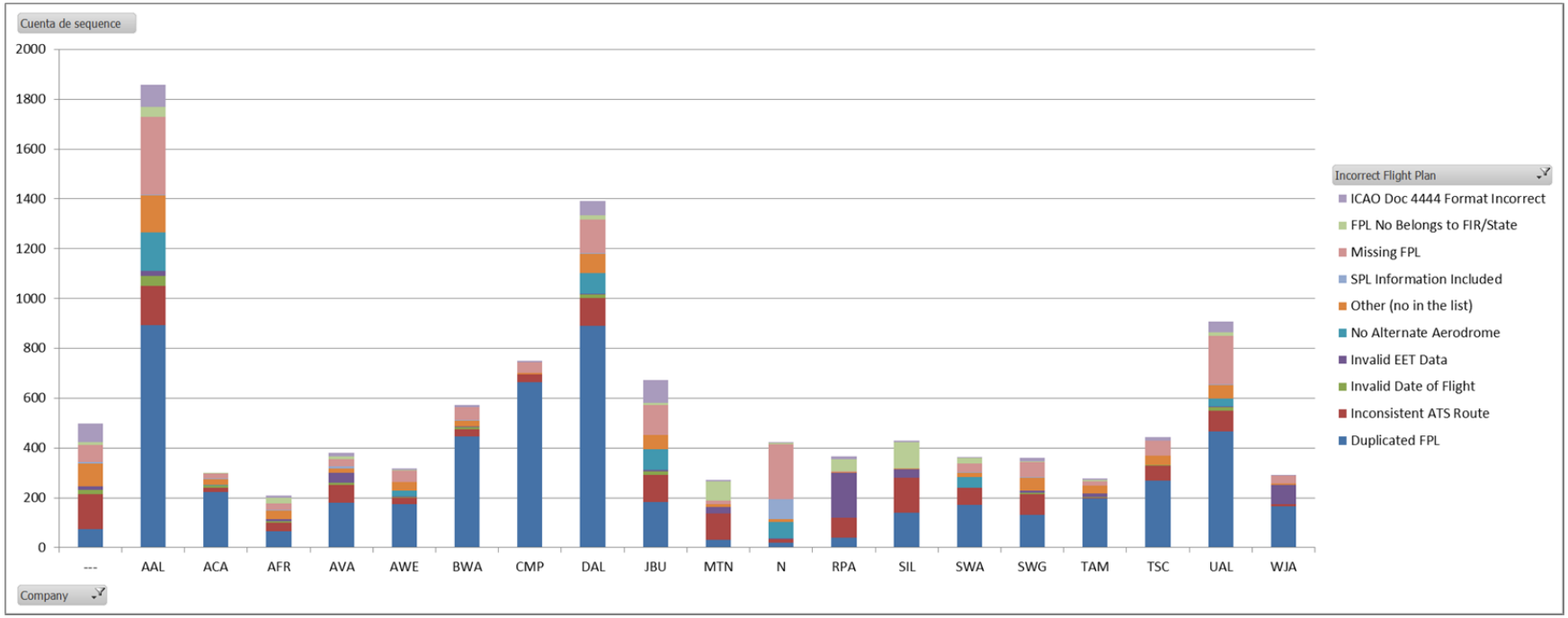
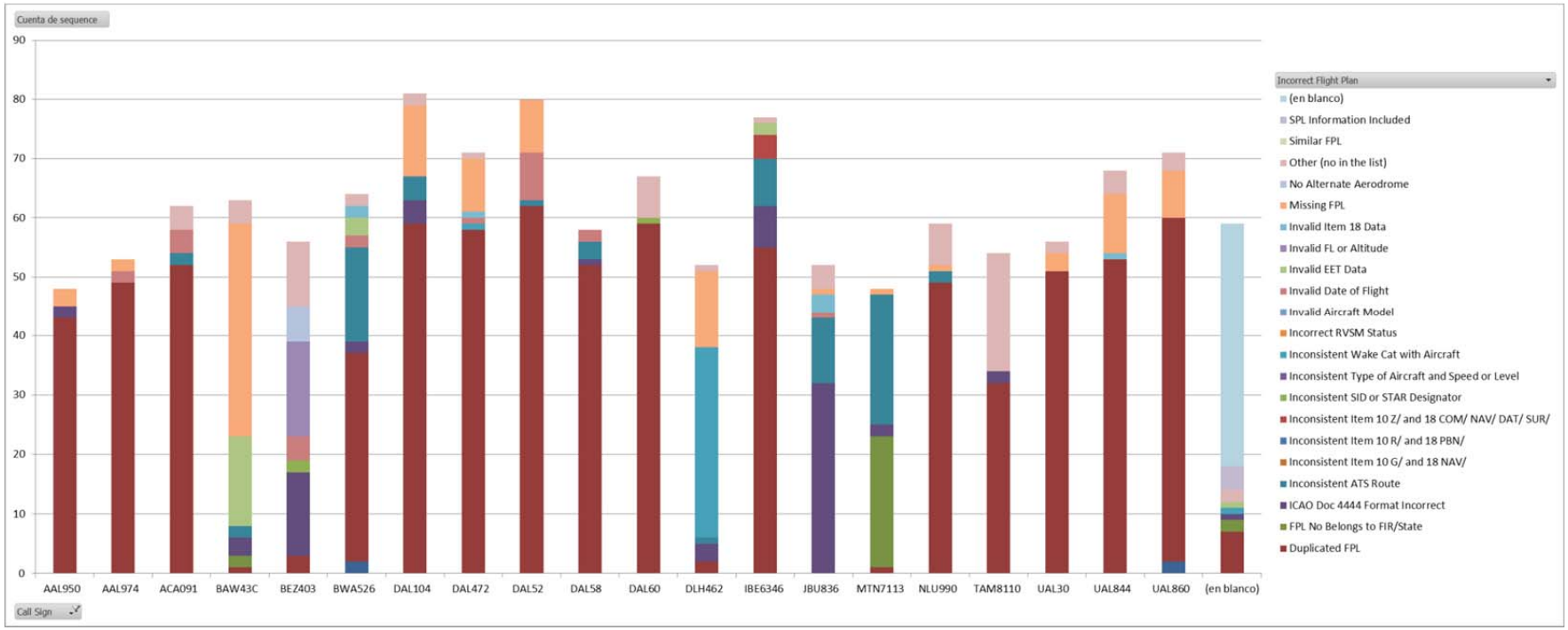
ANALYSIS, SECOND PHASE OF FPL DATA ERROR COLLECTION



Total Errors by Type

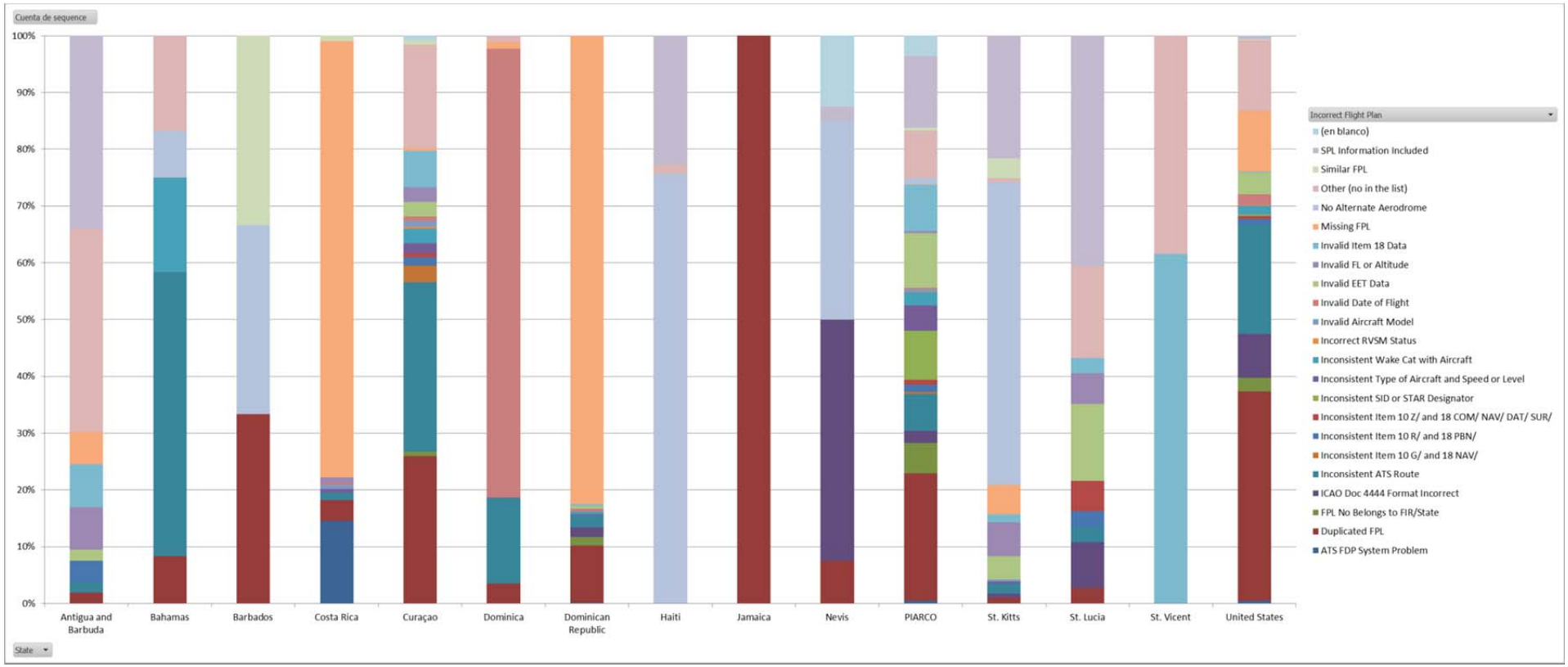


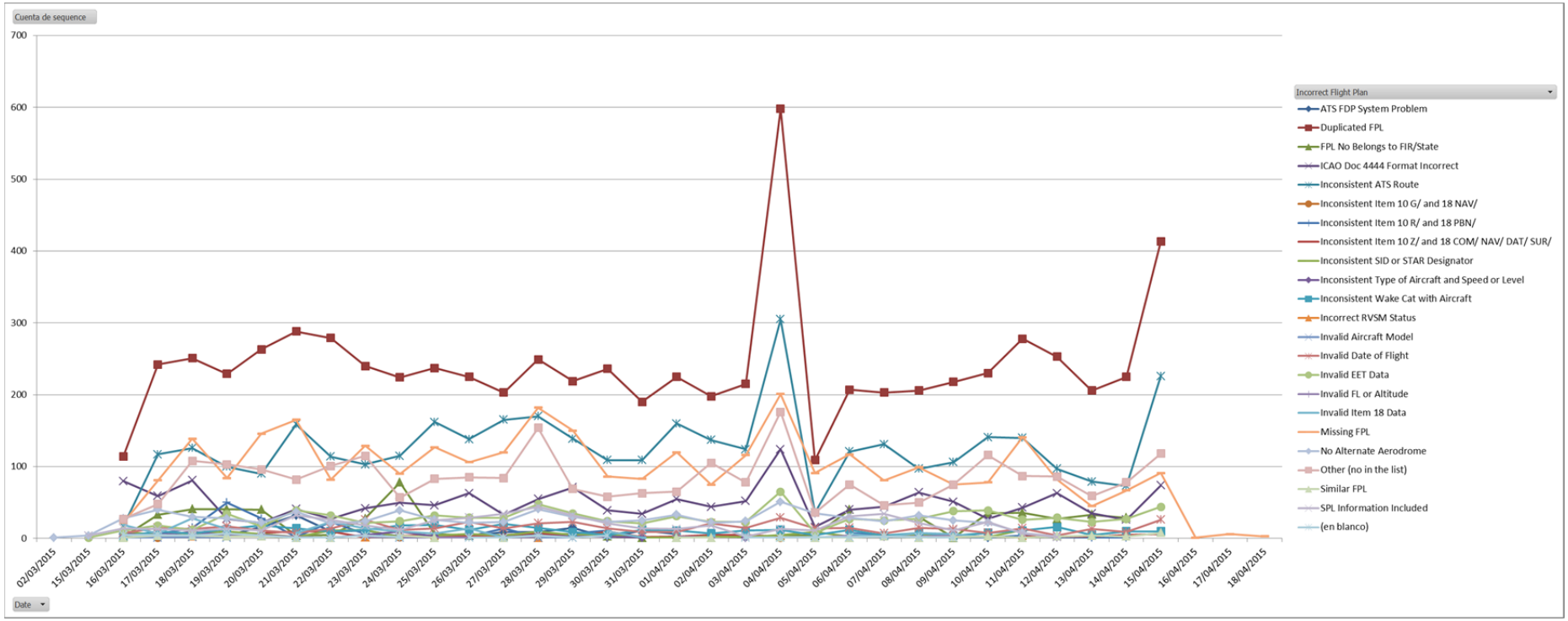
Top 20 Companies Reported with Errors



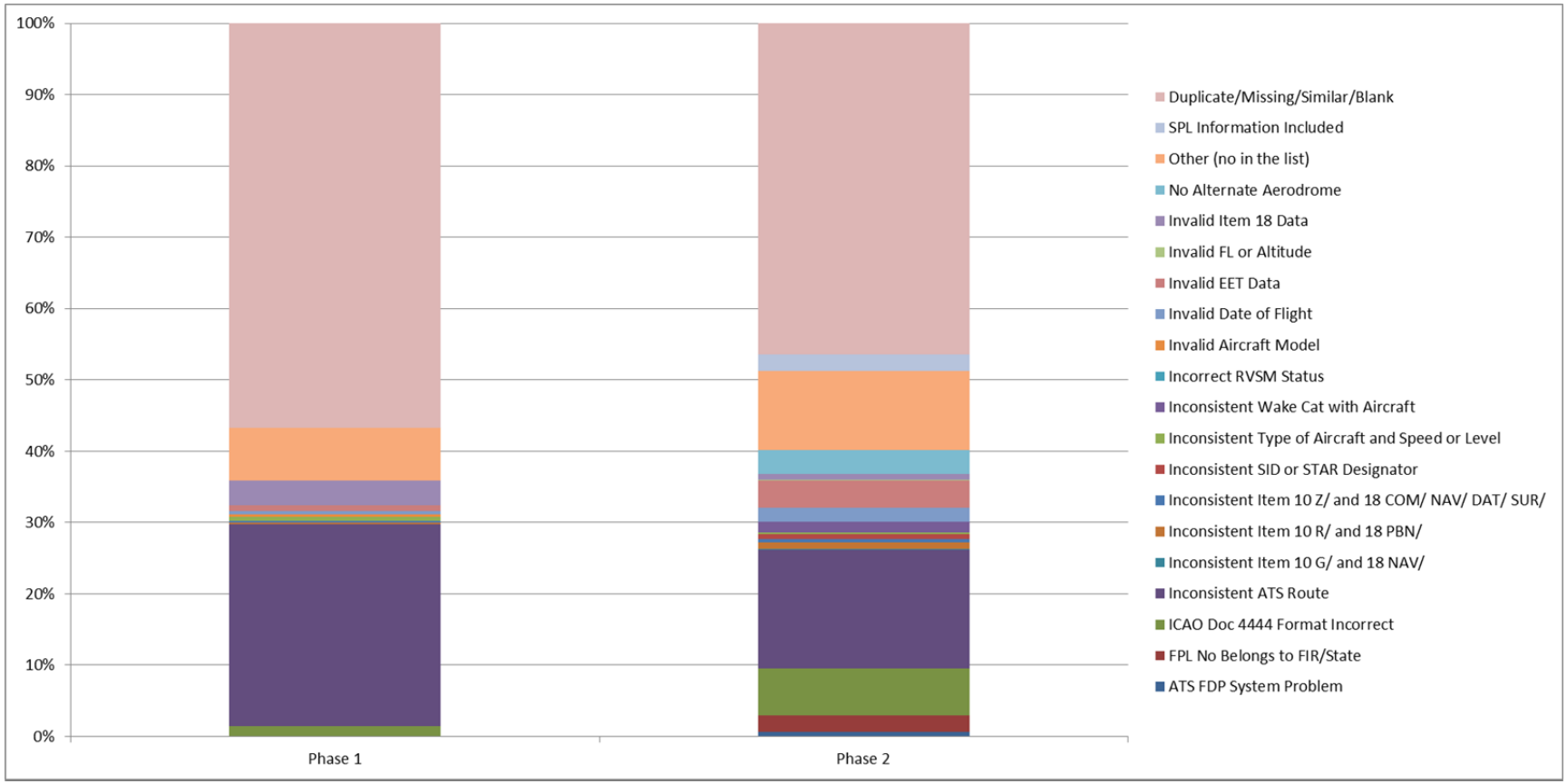
Top 20 Callsigns Reported with Errors

Errors by State/Territory





Errors by Date



Comparison of Errors between Phase 1 and 2

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