



ICAO

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

WORKING PAPER

FPL/AD/MON — WP/03
07/02/15

FPL Ad hoc Group Missing/duplicated/erroneous Filed flight plan /Flight plan (FPL) evaluation meeting (FPL/AD/MON)

Mexico City, Mexico, 24-26 February 2015

Agenda Item 3 Review of the measures adopted during December – January 2014 period for mitigation of errors (recommended actions)

FPL MONITORING GROUP RECOMMENDED ACTIONS

(Presented by FPL Monitoring Group Rapporteur)

EXECUTIVE SUMMARY	
The FPL Monitoring Group was created as an Ad Hoc group of the AIDC Task Force, to help achieve the mitigation of FPL errors. A list of recommended actions was drafted so Flight Information Regions (FIRs) could take action to this purpose, and subsequently measure the results. This paper allows a review of these recommended actions.	
Action:	The meeting is invited to review and update the list of recommended actions for FPL error mitigation.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency
<i>References:</i>	<ul style="list-style-type: none">• 4th, 5th and 6th FPL Monitoring Group teleconference minutes

1. Introduction

1.1 During the 4th teleconference meeting of the FPL Monitoring Group on 30 October 2014, it was agreed that all FIRs were to contribute with suggested actions to be carried out for the mitigation of flight plan errors for the end of that year. In subsequent teleconferences, these suggestions led to a draft action plan, and later to a list of recommended actions, finalized in the 6th teleconference on 8 November 2014.

2. Discussion

2.1 The recommended actions document is a list of activities not specific to any FIR. It is a generic guide that should be applied to the extent applicable in each FIR, e. g., the report of any update to the status of FPL2012 converters removal would only apply to those States that have used converters for their transition to the new flight plan format.

3. Suggested Actions

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) suggest any improvements and changes to the recommended actions; and
- c) discuss any relevant matters as appropriate.

APPENDIX A
FPL MONITORING GROUP RECOMMENDED ACTIONS

FPL Data Analysis

Data Collected: July 21: 00:00 UTC- August 22: 00:00 UTC

Sources: Curacao FIR, Mexico FIR, Santo Domingo FIR, San Juan and Miami FIRs, Port au Prince FIR and PIARCO FIR

Missing: Central American FIR, Kingston FIR and La Habana FIR

Data Analysis

1. Considerations

- 1.1. The data collection was conducted as agreed in the FPL Mon Group Action Plan; with an extended analysis period for the end of November.
- 1.2. Propose a face to face meeting for the FPL Monitoring group to discuss the first phase of mitigation and also plan the next phase (February 2015).

2. Conclusions

- 2.1. For the reject of FPL, a more detailed explanation should be provided, deleting the rejected FPLs that have not been processed through the appropriate ATM System validation templates
- 2.2. The success in the mitigation of erroneous/duplicated FPLs can only be achieved by the collective participation in the FPL Monitoring Group. In this regard those missing FIRs (those that did not send data), should be addressed to actively attend the next data recollection process and data analysis, requesting this in a State Letter.
- 2.3. RPL are not validated or updated timely and frequently by the ANSPs and users, causing more confusion (duplicated FPLs/ out-of date FPLs) when the RPLs are activated.
- 2.4. Missing FPLs are due mainly by erroneous addressing of FPLs.
- 2.5. Reject FPLs are due mainly due to erroneous or inconsistent ATS Route information, field 10 and 18.
- 2.6. Duplicated FPLs are received three or more times, due to lack of FPL filing rules.
- 2.7. Regarding the alternate aerodrome issue, five States responded (Costa Rica, Cuba, Dominican Republic, Haiti, Mexico and the United States). Of these, only two do not require the alternate aerodrome to be filed, and in only one the FDP system requires this field to be filled.
- 2.8. The error message “Inconsistent ATS Route, SID or STAR Designator” in the error collection form should be divided into two errors: “Inconsistent ATS Route Designator” and “Inconsistent SID or STAR designator”

3. Recommended Actions (Action Plan) [must include who, what and for when]

- 3.1. ANSPs agree to avoid the use of RPLs.
- 3.2. ANSPs to report any update to FPL2012 converters removal and full FPL2012 processing capability.

- 3.3. Consider the implementation of electronic applications for the pre-departure clearance (PDC) as necessary;
- 3.4. All ANSPs to verify the level of validation of their systems, based on the data analyzed, and define the necessary procedures to ensure that those fields that are not validated automatically by your systems are properly checked. (due January 31st, 2015).
- 3.5. All States should, to the extent possible, assign personnel to consistently check the information on flight plan issues (missing/duplicate/erroneous), and in the case of missing flight plans, to investigate the cause with originator, correct action and record the agreed solution.

Missing FPLs

- 3.6. ANSPs to verify the correctness of the address(es) that is/are published in their AIP for FPL filing (ENR. 1.11) processing. **Due by January 31st, 2015**. Also ensure the publication in the AIP the corresponding procedures in accordance with ICAO SARPs for the coordination, validity and update of changes in flight plans.
- 3.7. Update domestic provisions on flight plan message transmission in accordance with ICAO Doc 4444 and the NAM Interface Control Document (ICD) for data communications between ATS units (**All ANSPs due January 31st, 2015**)
- 3.8. Airlines/dispatchers to provide a contact method to be used in case there is a need to report a missing flight plan. FAA will provide a document with the airlines' contacts to be revised/considered (**February 24, 2015**)
- 3.9. All ANSPs to consult Error! Reference source not found. to identify the percentage of missing flight plans, identify the originator and apply the procedure described in 3.55

Duplicated FPL

- 3.10 ANSPs to update letters of agreement (LOAs) between adjacent ATS units for flights that operate from one FIR to an adjacent FIR, where deemed necessary (January 31st, 2015).
- 3.11 FAA, ICAO and IATA will draft some considerations on a practical guide to best practices for the region, such that there is a uniform method of work for flight plan presentation. This draft is to be discussed later on. (due Dec. 8 2014)
- 3.12 All ANSPs to consult **Error! Reference source not found.** to identify the percentage of duplicate flight plans, identify the originator, agree on the corrective action and record the solution.

Rejected/Incorrect FPLs

- 3.13 All ANSPs to consult Error! Reference source not found. to identify the most frequent errors for your FIR to take corrective action. For example:
 - Dominican Republic has very frequent ATS Route, SID or STAR designator errors, so the corrective action should be on the lines of reviewing the designators used in the erroneous flight plans, and correcting these designators where they may be registered (databases, templates, etc).

- Several States (Anguila, Martinique, St. Lucia, among others) have a high percentage of ICAO Doc. 4444 issues. Suggested action is to identify the particular issue of compliance, review and correct where this data may be registered (e. g. flight plan templates), and also program training of staff where deemed necessary.
- Other States (Curaçao, Haiti) have frequent Inconsistent Item 18 errors. Suggested action is to identify the originator, if external contact and follow up on corrective action, and if internal, review personnel training requirements.

In all cases, States should use the identified flight plans to analyze the possible root causes of the error, take corrective action, register the solution and communicate any changes of procedure or published information that may result. All corrective measures will be viewed and discussed at the FPL Monitoring Group meeting in February.

- 3.14 Ensure harmonization of the information between FDPs and ARO FPL system databases (designators, aircraft types, performance data). Each ANSP to review their situation and inform of results (**due January 31st, 2015**)
- 3.15 Ensure that the originator of a rejected message gets the feedback so the error can be corrected (see item 3.55 regarding dedicated personnel for correction and feedback of flight plan issues).

4. State/FIR relevant actions taken for mitigating/resolving FPL problems

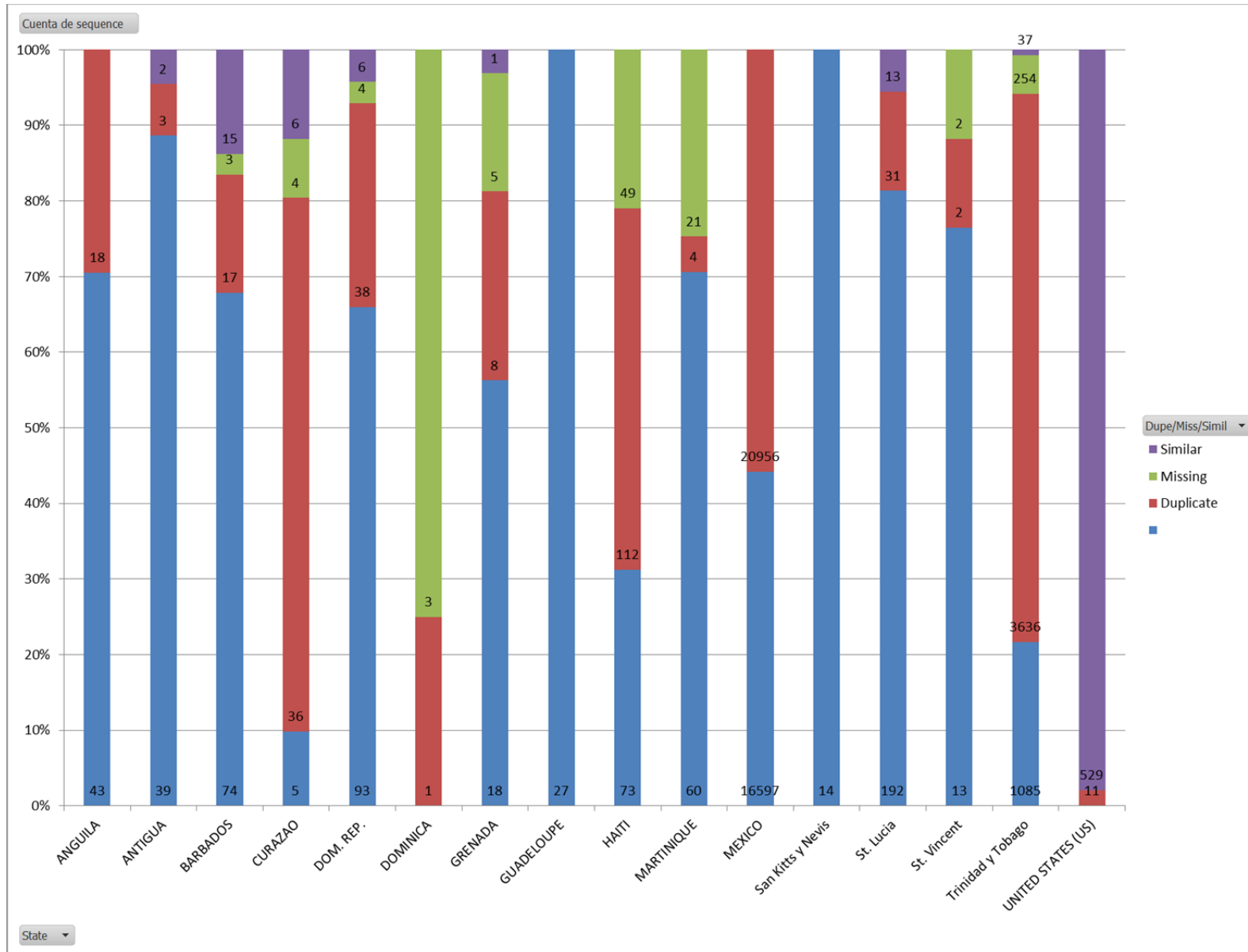
- 4.1. In the PIARCO FIR, a Centralized Flight Planning System is being implemented by the end of first quarter of 2015 as part of the solution for the FPL duplication and errors.
- 4.2. Haiti has implemented a feedback process with the users to reduce the missing FPLs.
- 4.3. United States had a well-established coordination communication mechanism with airlines to discuss and agree on actions to resolve FPLs errors.

5. Next actions

- 5.1. Improvement to Data recollection format: Nov-Dec 2014
- 5.2. Implementation of recommended actions: Nov 2014-Jan 2015
- 5.3. 2th Data Recollection: February 2015
- 5.4. Analysis: Mar-May 2015
- 5.5. Results presentation: ANIWG/2 Meeting (June 2015)

FPL MONITORING GROUP RECOMMENDED ACTIONS - GRAPHS

Graph 1: Error types by FIR



Graph 2: Error messages by FIR

