



ICAO

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North American, Central American and Caribbean Office

WORKING PAPER

E/CAR/NTG/8 & E/CAR/RD/6 — WP/20
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Eight Eastern Caribbean Network Technical Group (E/CAR/NTG/8) and Sixth Eastern Caribbean Radar Data Sharing Ad-hoc Group (E/CAR/RD/6) Meetings
Saint George's, Grenada, 03 – 05 September 2018

Agenda Item 7: Other Business

7.3 AIDC/ASIA PAC and NAM/ICD Implementation (Flight Plan errors)

(Presented by Secretariat)

EXECUTIVE SUMMARY	
This working paper present information about the AIDC (ATS INTERFACILITY DATA COMMUNICATIONS) and NAM/ICD (North American Common Coordination Interface Control Document (ICD)) in the region NAM/CAR/SAM.	
Action	The suggested actions are presented in Section 3.
<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">• RLA/06/901 - Meeting of implementation of AIDC in the NAM/CAR/SAM Regions, Lima, Peru, 16 April 2018 to 20 April 2018

1. Introduction

1.1 The NAM/CAR Region, based on AIDC implementation follow-up information and lessons learned from implementations carried out by States in this Region, identified that flight plans showed many inconsistencies and errors originating in all NAM/CAR/SAM States and airlines. These errors represented a safety issue for States that had implemented AIDC, since flight plans were the primary source for the automation process. The status of implementation in the NAM/CAR Regions is analyses in this corresponding working paper.

1.2 It had been noted that flight plan automation and management errors were not only associated to flight plan information errors but also to other factors, such as non-compliance with ICAO standards concerning flight plan (Doc 4444), database information inconsistencies (including names of procedures, fixes, airways, aircraft information), lack of integrity in the information published in AIP or weakness in the process of the amendment and application of the AIRAC calendar, among others.

1.3 In the case of ATC control centre databases, weaknesses in proper flight plan management had been found, since system databases were not up to date. Consequently, the base information for information management differed from information being received from an adjacent control centre and the airline.

1.4 Inconsistencies in the information of the various fields of the flight plan had been identified, the main deficiency being errors or absence of information in fields 10 and 18.

1.5 In the CAR/SAM, some statistics of the last data collection can be found. Based on these, the following was obtained:

- a) Duplicated flight plans account for 41% of reported errors.
- b) Between users (airlines) and service providers, some errors were generated mainly by the former (e.g. box 18 not in sequential order) and others by the latter (e.g. invalid aircraft model), but in general, errors were on both sides.
- c) Analyzing originating addresses that generated most errors, they corresponded to service providers and users alike, as well as online services. In general, flight plan duplication prevailed. However, there were others that were equally frequent (inclusion of SPL information, inconsistent SID or STAR designation, flight plan not belonging to the FIR).

1.6 According to the analysis different types of errors generated by States, airlines and other were identified.

2. Discussion

2.1 Its necessary that States apply mechanisms to validate and verify the information contained in the databases of their control centres and aeronautical messaging systems, taking into account AIP current data, ICAO standards, and changes to information addressing, in order to allow systems to properly manage their security alarms and properly validate flight plans.

2.2 Lack of training, lack of management aeronautical information is problems identified in the flight plan process.

2.3 ICAO is going to development two workshops on 2019, with aid to provide States the necessary information that permits States to address in correct way the flight plan information.

3. Suggested actions

3.1 The meeting is invited to:

- a) Take note of the information provided;
- b) have an active role in the flight plan error measure process;
- c) have an active participation in the Flight plan workshop for the next year; and
- d) agree to any other actions as deemed appropriate.