Service providers and regulatory compliance

On-line Workshop on the Mitigation of Flight Plan Errors in the NAM/CAR Regions

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Service providers and regulatory compliance

ICAO Documentation

Letter of agreement with adjacent control centers

ATS contingency agreements

National regulations

RAC regulations within the FIR

Search and rescue agreements

LIMITATIONS THAT INDUCE ERROR

1. Limited database in certain areas.
2. Flight plan templates that accept errors.
3. Knowledge of flight plan only of basic data.
4. Acceptance of duplicate flight plans.
5. Omission of flight plans, allows other control centers to send flight plans with errors. (ATS)
6. Exclusion of the flight plan topic in recurrences.
7. Career plan with few hours for flight plan.
8. Time to act is on the go.

SUGGESTIONS

1. Evaluate the capacity of the database with your provider.
2. Request that factory test protocol be included for the flight template.
3. Knowledge of flight plan only of basic data.
4. Analyze the cause of the receipt of multiple flight plans.
5. Identify recurring errors and contact the originator.
6. Report wrong flight plans received.
7. Reevaluate the career curriculum.
8. Include flight plan in recurrences.
9. Create a retraining plan for those who need it.

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Differences between flight plan verification systems and their consequences

- COCESNA, in order to guarantee the quality of the information in the flight plans that land, take off and fly over in the Central American area, rationalizes the reception, validation, acceptance and distribution of the flight plan data through an initial validation processor of the flight plan.
- For this purpose, a platform called the Flight Plan Initial Validation Processor (ProVIP) was created that automatically reviews, validates (accepts or rejects) and distributes flight plans.
- Currently this platform is used for aircraft that take off, land or fly over the MHCC FIR and that enter upper airspace above or above flight level 200.
- All flight plans are sent to a single address (MHFPZYZX).

Differences between flight plan verification systems and their consequences

- COCESNA is currently testing the Initial Flight Plan Validation Processor (ProVIP) until 6 October 2021
- For all flights taking off from Central America, the electronic flight plan was created. Once the flight plan was entered and validated, it can be printed.
- Connection with the SIAR for verification of license data in each COCESNA Member State.
- Statistics are at the user's fingertips.
- Data such as the passenger and crew manifest are attached on the same platform.
- Sends ACK or REJ message to the originator of the message.
- To keep current data information, its database is updated every 28 days.
- It has a log of events.
- The improvements to the platform have been made taking into account the suggestions made by COCESNA Member States
- For this project agreements were made with the Member States, issuance of AIC, changes in AIP.

BOX 15

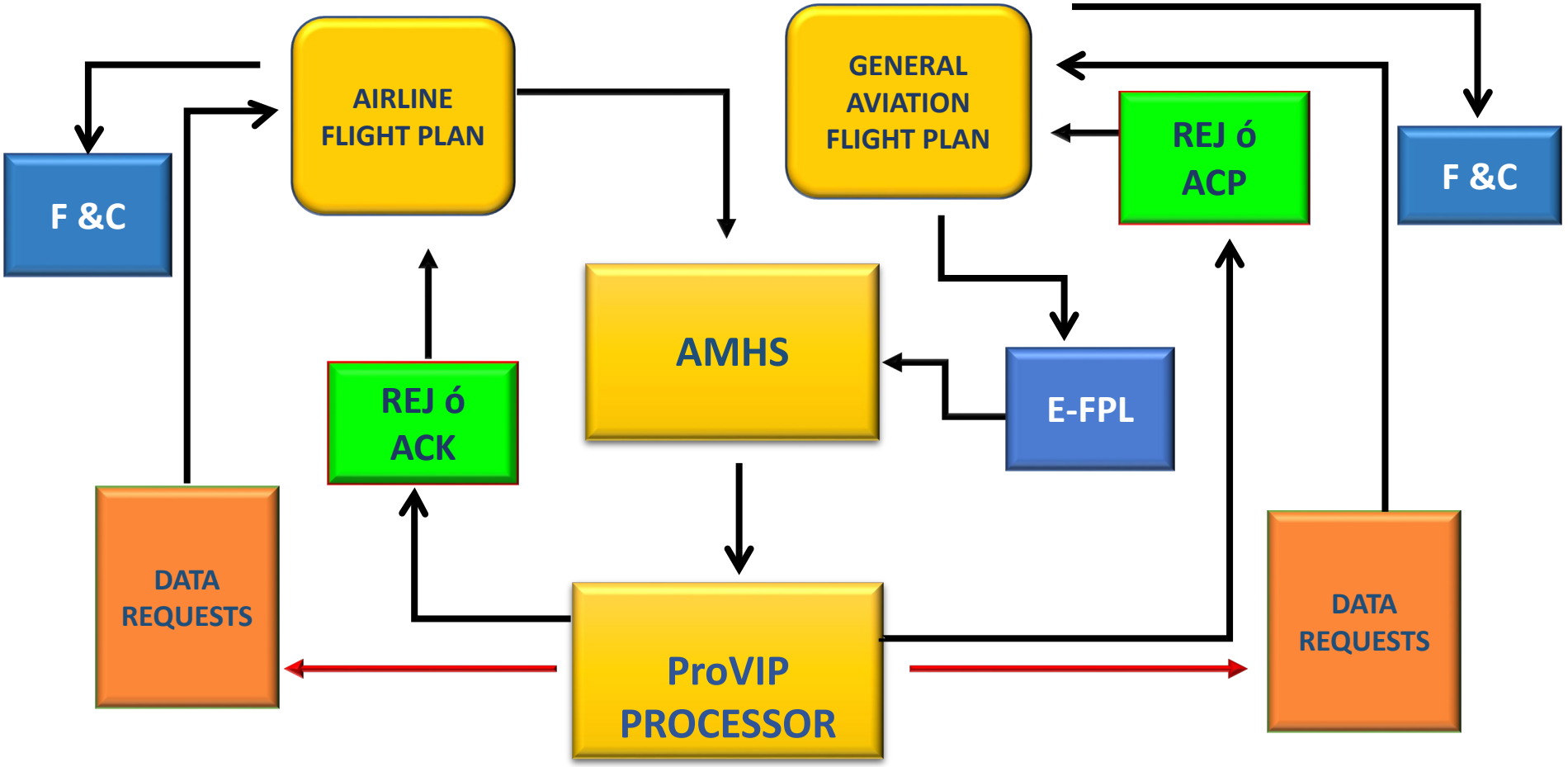
The platform has the ability to review the flight path from beginning to end of the route.

Check en route flight rule changes based on declared flight rules.

It suggests the flight level according to the route, based on the letters of agreements in force between FIRs.

Although the platform is for flight plans at or above flight level 200, if your required altitude at the beginning is visual but on your route you propose ascent above 200, the flight plan is accepted on the platform for review.

Initial Flight Plan Validation Processor ProVIP

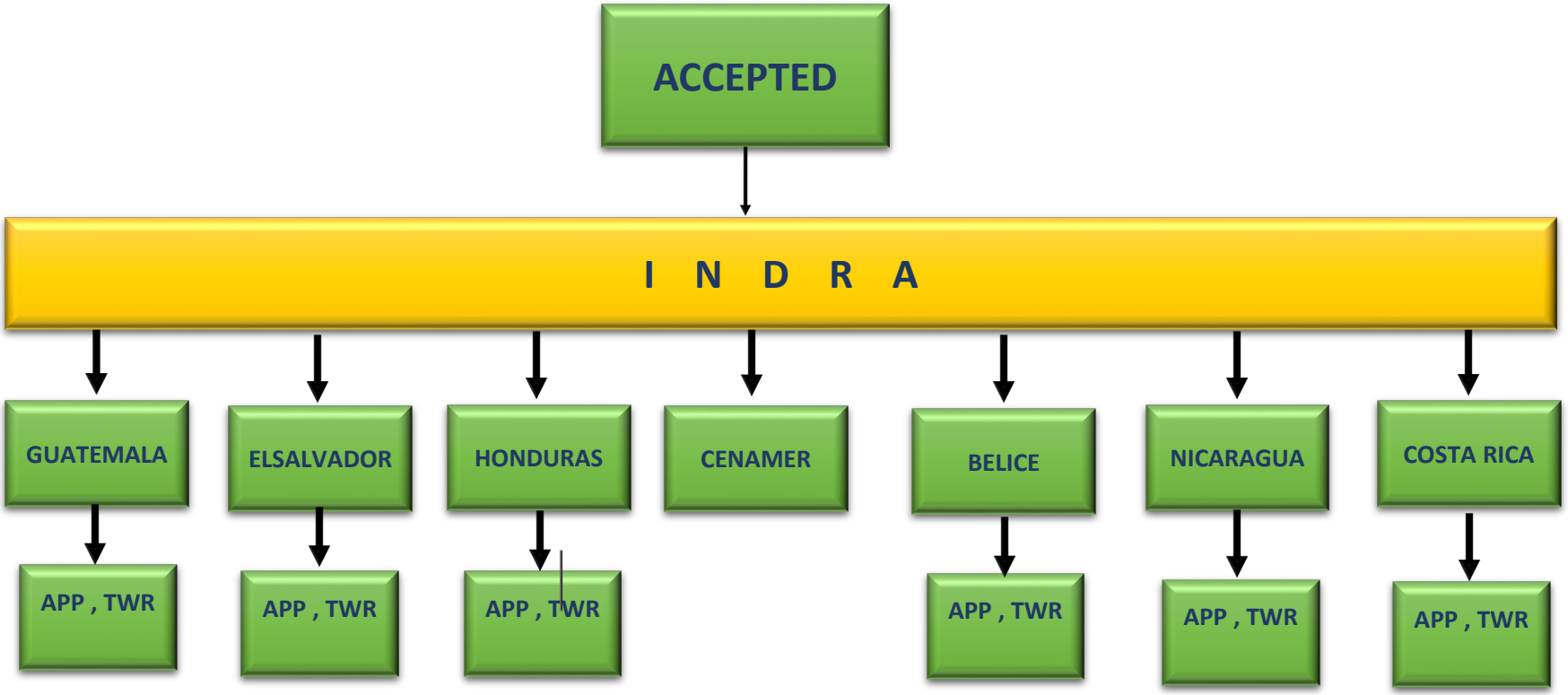


Initial Flight Plan Validation Processor

DISTRIBUTION TO THE STATE FLIGHT PLANS TAKING OFF FROM THE MHCC FIR

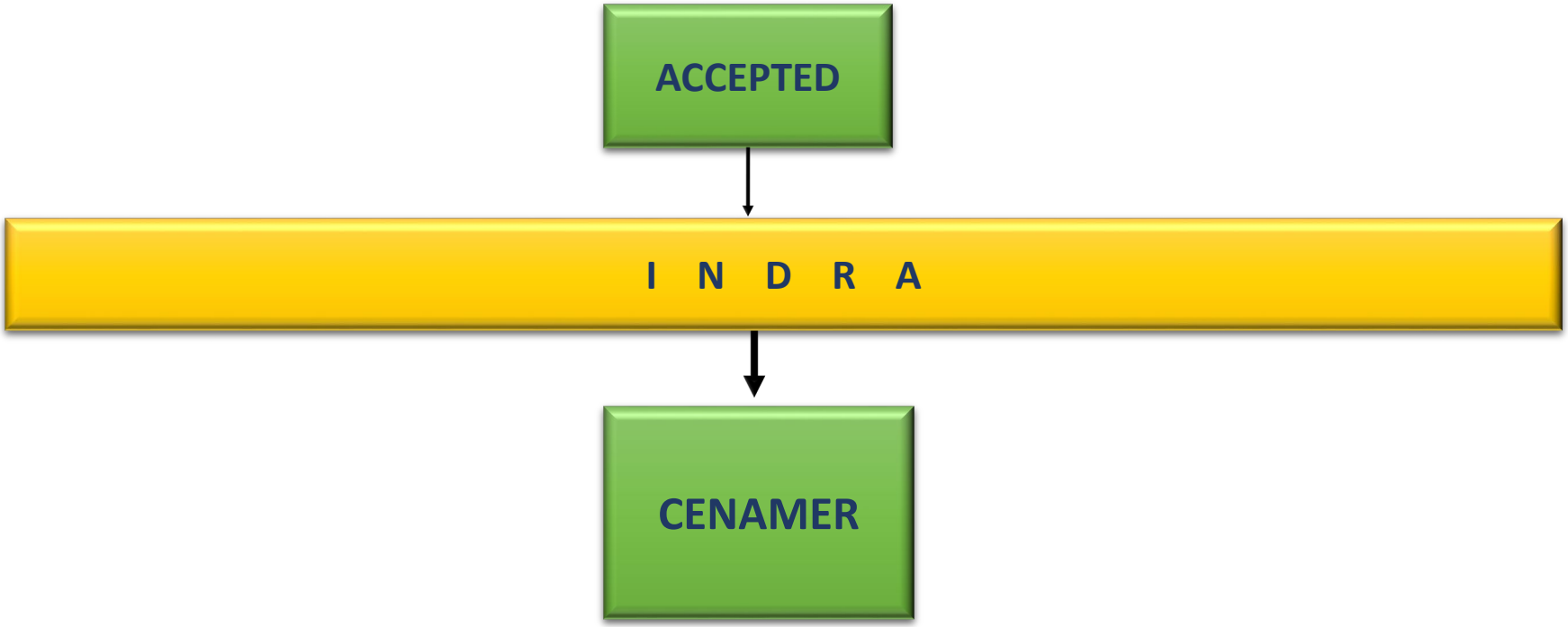
Initial Flight Plan Validation Processor

DISTRIBUTION TO THE STATE FLIGHT PLANS LANDING AT THE MHCC FIR



Initial Flight Plan Validation Processor

DISTRIBUTION FLIGHT PLANS OVERFLYING THE MHCC FIR



Differences in verification systems

During the tests, some differences in the flight plan verification systems are verified, such as:

1. Acceptance of flight routes without SID / DCT
2. Acceptance of flight routes without STAR / DCT
3. Acceptance of an FPL with SPL data.
4. OPR acceptance with the same data in box 7.
5. Acceptance of flight plans with DOF of the same day.
6. Acceptance of flight plans without EET or non-current data
7. Acceptance of invalid routes and landlines.
8. Review of flight routes only from your FIR.
9. Revision data box 18 that does not exist in Doc 4444
10. Acceptance of military flights without STS /FIRs that ignore the error.

Differences in verification systems

CONSEQUENCES

1. FLIGHT PLANS REJECTED FOR NON-COMPLIANCE
2. Flight dispatchers making two flight plans for the same flight, one for the FIR that accepts the flight plan applying ICAO regulations and another for which it accepts the flight plan without application of all ICAO flight plan regulations.
3. Acceptance of flights without certain rules this because everyone else accepts.
4. Adaptation of changes due to lack of regulation.

THE IMPORTANCE OF DATABASE UPDATING

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THE IMPORTANCE OF DATABASE UPDATING

DATABASES
PERIODIC REVIEWS

- AIRLINE
- AIS SYSTEM
- ATS SYSTEM
- VALIDATORS
- FBO

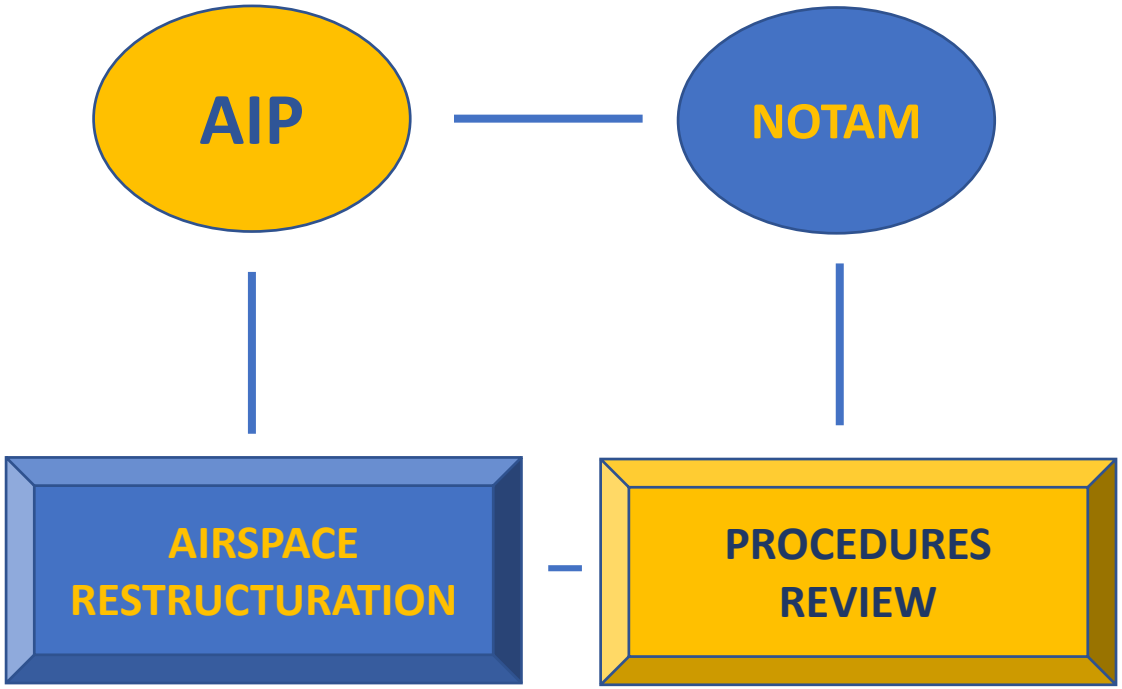
OUTDATED DATABASES

CONSEQUENCES

1. Flight plans rejected by routes and invalid landlines.
2. Flight plans that do not reach the controller because they are stuck in correction windows.
3. On workload for AIS technicians.
4. Overload of controllers.
5. Significant flight data alterations.
6. Flight plans accepted in the first section of the route and rejected in other FIRs.
7. Delay in the acceptance of the flight plan.
8. Annoyances in the crew.
9. Increased stress by increasing workload.

THE IMPORTANCE OF DATABASE UPDATING

DATABASE



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OUTDATED DATABASES
SUGGESTIONS

1. Definition of periodic review dates.
2. Risk analysis in case of lack of verification.
3. Inconsistent data reporting (ATS, AIM, airlines).
4. Procedure for analysis and action plan of the report.
5. Agreement with adjacent control centers to share information on changes in the network of routes, airways, landlines, radio aids, various

Thank you very much

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