FPL Monitoring Group
Minutes of Teleconference/9
(14-may-2015 1400 UTC)

References:
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Purpose and agenda:

Statement of purpose:

1. Review of second phase data collection analysis
2. Discussion of progress report for ANI/WG/2
3. Other Matters:

Participants:

1. Domincan Republic: Fernando Casso (Rapporteur)
2. Haiti: Ernso Edmond
3. Jamaica: Maxine Allen
4. Mexico DGAC: Manuel Rodríguez, Sandra Carrera, Edgar González
5. Mexico SENEAM: Margarita Rangel
6. PIARCO: Ricky Bissessar
7. United States: Dan Eaves

Discussions:

Review of second phase data collection analysis

1. The Rapporteur presented the updated graphs extracted from the data collected during this second phase. These graphs are included in the attachments. From the graphs there were some observations:

    - Total errors revealed as the top five errors: duplication, inconsistent ATS route, missing flight plans, other (not in the list) and ICAO format errors.
    - The top companies for which errors were reported showed most of these errors being duplication. Among these companies the most errors were reported for AAL, DAL, UAL and CMP.
    - For the most frequent callsigns involved in errors, duplication was also visible as the most frequent error, and the callsigns corresponded to the top companies identified in the previous graph.
    - The graph of errors by State/Territory showed a very diverse mix of errors for each State.
    - The errors by date did not show a trend during the collection phase, with the error rate neither reducing nor increasing.
    - The comparison between the previous data collection phase and the current one shows some variations in the percentage of errors, with some reductions (e.g. duplicates/missing/similar, inconsistent ATS routes) and increases (e.g. invalid aircraft model, ICAO 4444 format incorrect). It should be taken into account that the second phase was done with more experience and a better grasp of the objective, and also with a more detailed set of error messages.

2. Jamaica indicated that the had experimented many rejected flight plans from Havana FIR, due to the fact that the flight plans had already been received by them.

3. United States indicated that they also many rejections, and that an important issue is that a flight plan that has been rejected in one FIR may have not been rejected in another, which can bring a difference in information between FIRs and the aircraft.

4. United States also commented that a successful implementation of PBN in the region depends on correct information in flight plans, and that there have been situations of differences between FIRs in equipment declared in the flight plan that impact PBN. This is an issue that United States would like to be brought up in the next ANI/WG meeting.

5. Judging from the results, and especially from the graph of errors over time, which reveal no impact of the recommened actions, or their lack of implementation, the meeting agreed on a change of strategy, based on concentrating on one error at a time. This stategy is based on defining one of the errors to be mitigated, and devising two to four steps for the purpose. This will simplify implementation, as well as the data collection process. As the errors begin to reduce, the next cycles will become easier, as there will be less errors to process. Since the most frequent error is duplication, that will be the first error to be considered. This proposal will be presented at the ANI/WG/2 meeting.

6. United States mentioned that it is important to agree with the operators on filing procedures and actions to be done for the different circumstances that arise, and that there are many flight plans that are resent because of minor changes, especially small variances in departure time. Also, that ICAO guidance is necessary to reach a unified approach for flight plan filing. In that sense, the Rapporteur reminded the meeting of the guidance document discussed in the past meeting in February, and also the participation of IATA as assistance to harmonizing any procedures that are deemed useful to the purpose of minimizing errors.

Discussion of progress report for ANI/WG/2

7. The Rapporteur mentioned that the member from PIARCO, Ricky Bissessar, had volunteered to present the progress report for the FPL Monitoring Group at the ANI/WG/2 meeting.

8. As mentioned before, the report will refer to the impact flight plans have on other projects (PBN), and will describe the new strategy for mitigation of flight plan errors, based on the results obtained thus far.

Other Matters

9. None

Review of Previous Action Items

ACT No.	Description	Status	Comments
ACT 01/08	Send a standard template for flight plan origination delegation to the group.	Complete	
ACT 02/08	Send the Draft Report to the members of the group.	Complete	Link was published in the meeting web page.

Summary of Action Items from this Meeting

ACT No.	Description	Status	Comments
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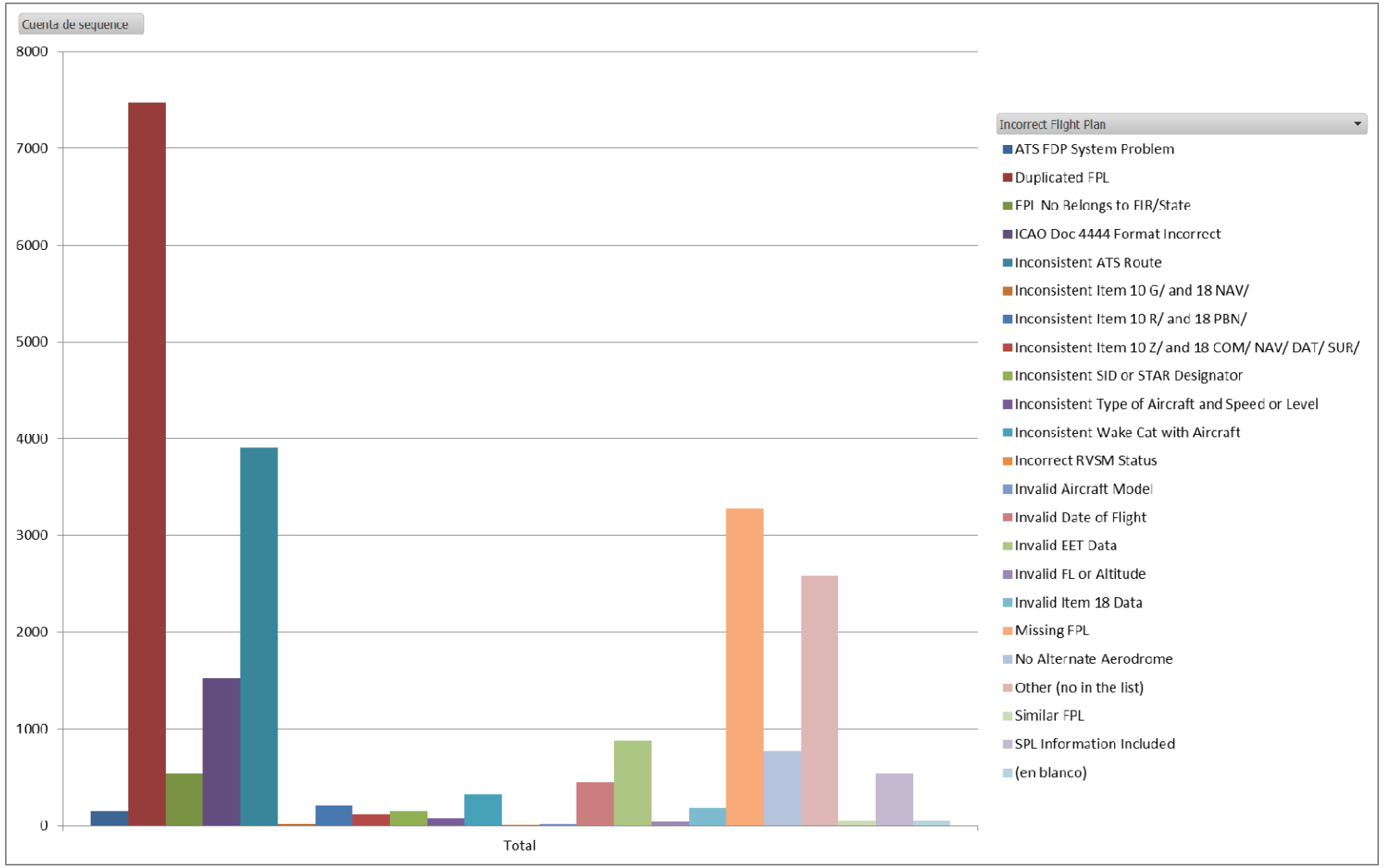
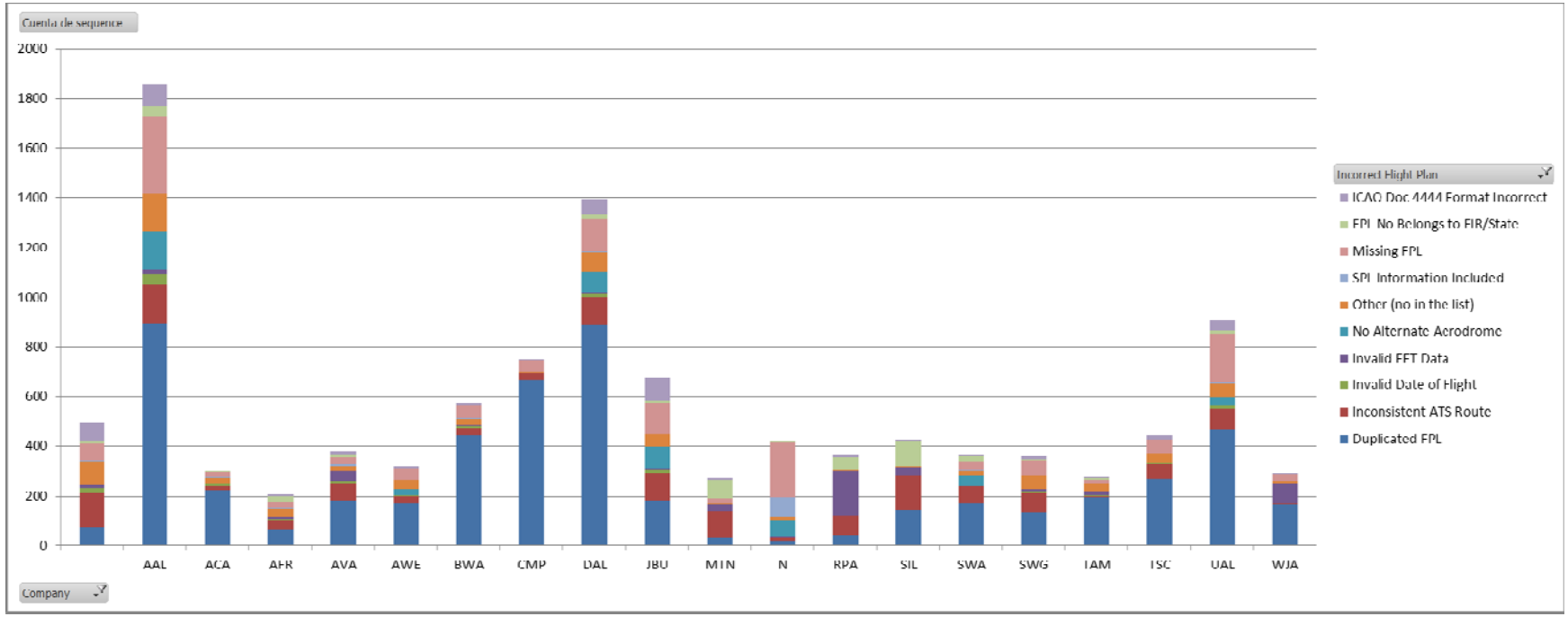
Next meeting: June 16th, 2015, time to be determined.

Appendix A

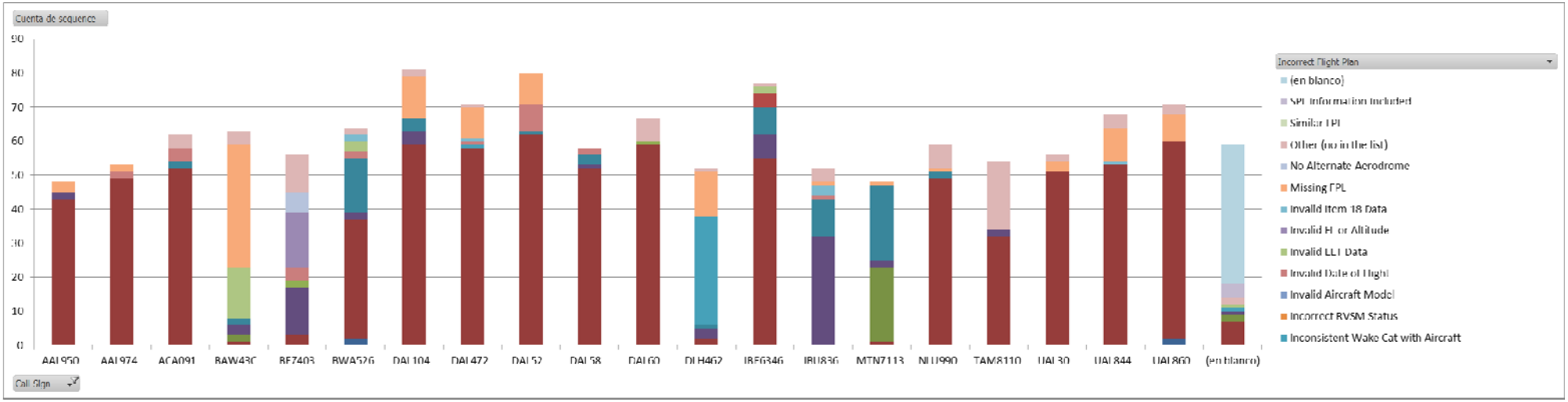
FPL Error Data Collection Graphs



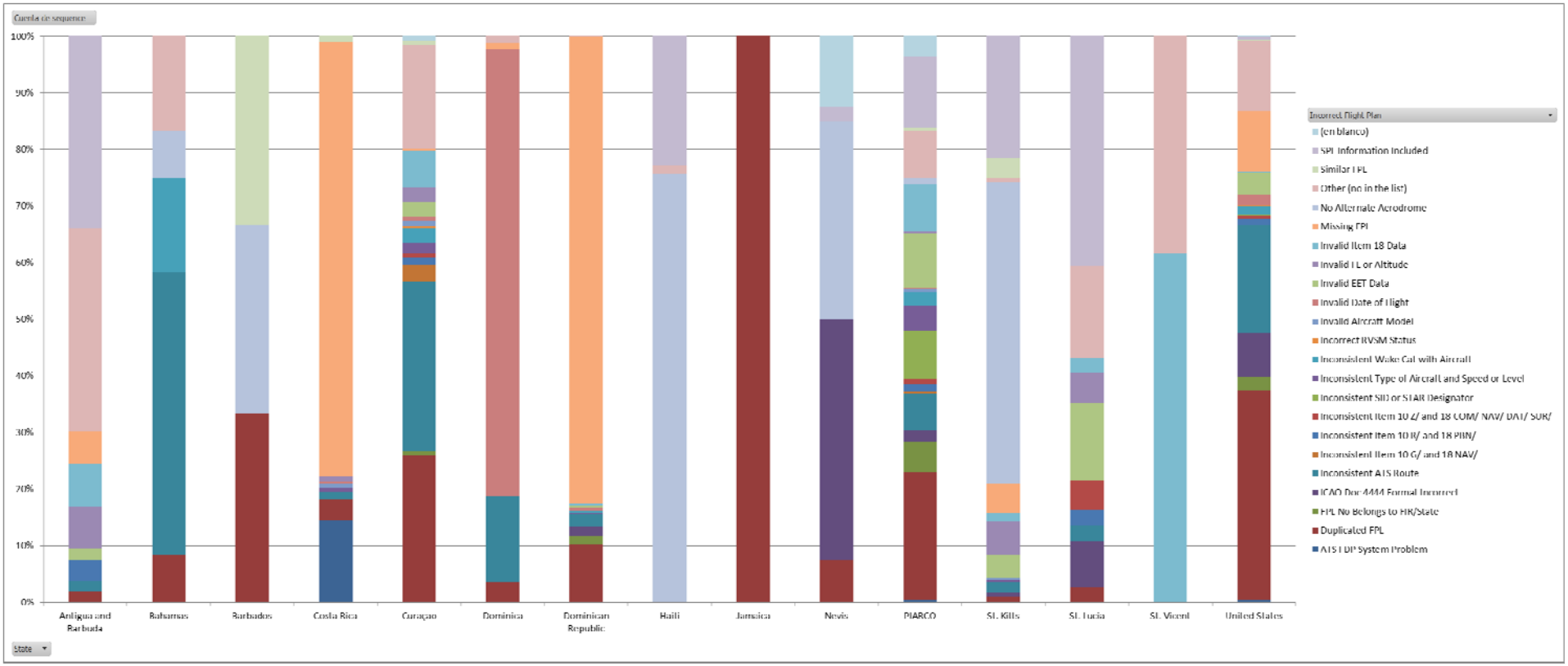
Total Errors by Type



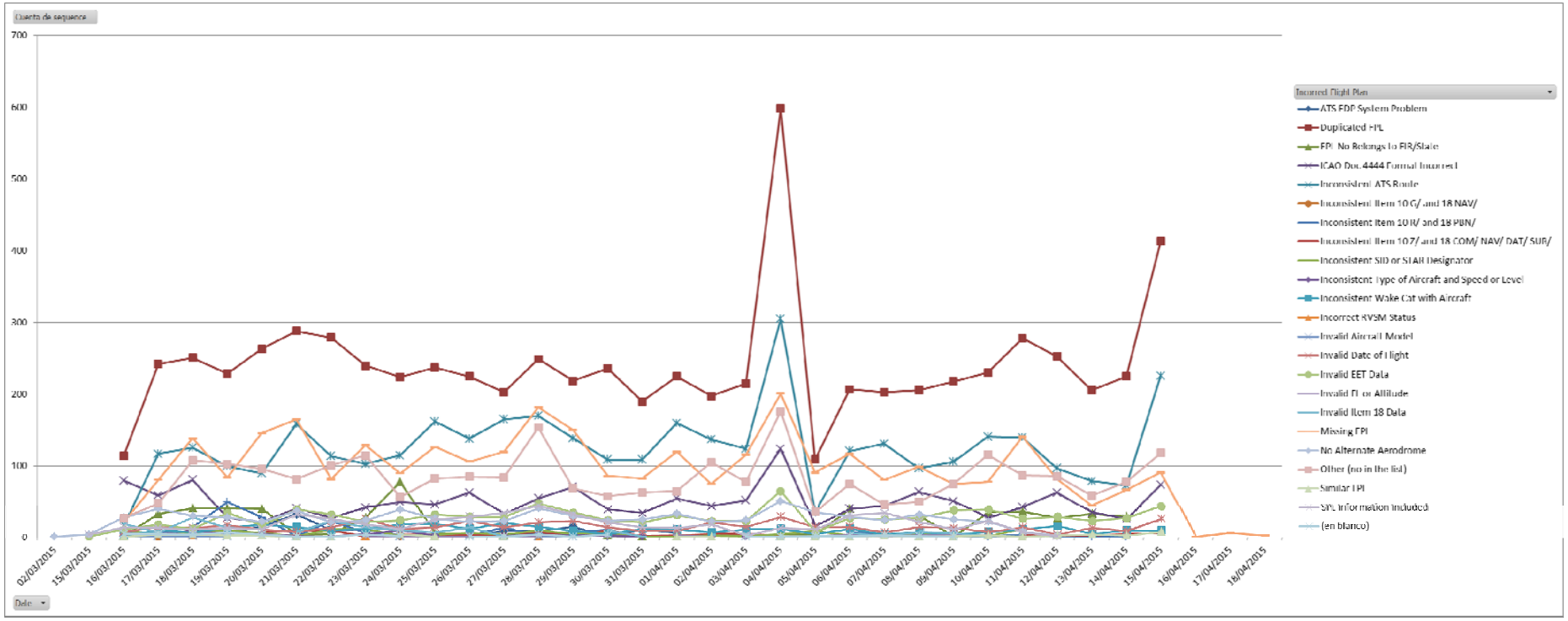
Top 20 Companies Reported with Errors



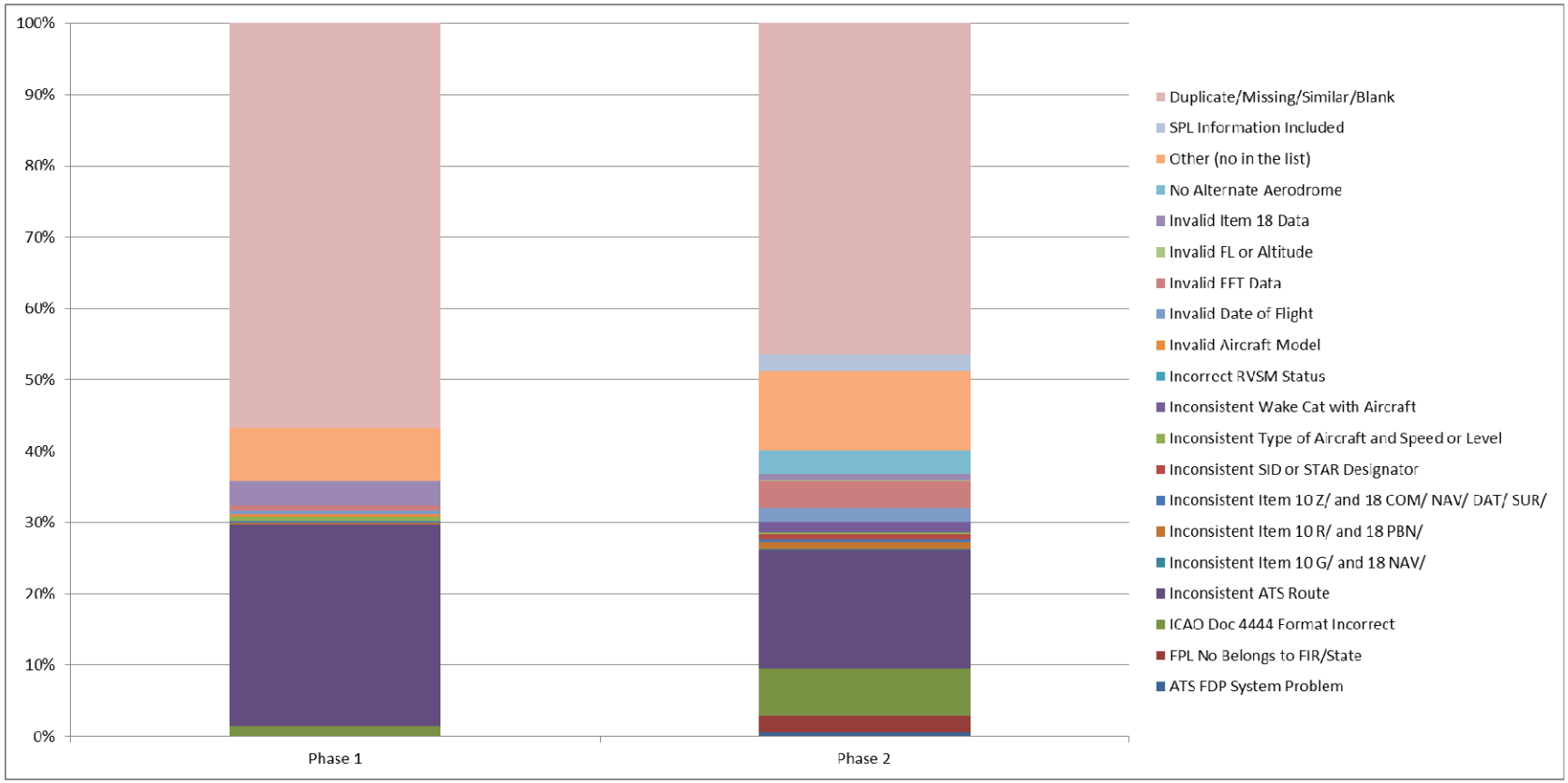
Top 20 Callsigns Reported with Errors



Errors by State/Territory



Errors by Date



Comparison of Errors between Phase 1 and 2