



ICAO

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

WORKING PAPER

FPL/AD/MON — WP/02
19/02/15

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 2 Regional references on Solution/Mitigation of FPL problems

Regional References on solution/ mitigation of FPL problems

(Presented by Secretariat)

EXECUTIVE SUMMARY	
The following papers provides a overview of the last regional references agreed by the States and how the FPL problems issue has been channelled to the ANI/WG for a more effective results for mitigating or resolving these problems.	
Action:	Suggested actions are provided 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">• Third North American, Central American and Caribbean Working Group Meeting (NACC/WG/3), Guatemala City, Guatemala, 9 to 13 May 2011• Fifth North American, Central American and Caribbean Directors of Civil Aviation Meeting (NACC/DCA/5), Port-of-Spain, Trinidad and Tobago, 28 to 30 April 2014

1. Introduction

1.1 Flight plan is the specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft. The expression “flight plan form” is used to denote the model flight plan form at Appendix 2 to the PANS-ATM.

1.2 Within the scope of ATS unit safety reviews under the Operational and technical issues, it should be ensure that automation systems generate and display flight plan, control and coordination data in a timely, accurate and easily recognizable manner and in accordance with Human Factors principles;

1.3 The Flight Plan filing has reported several problems from missing information, erroneous data in the flight plan and duplication of flight plans, affecting not only manual but automated ATC systems. The States, ANPS and the former working groups of the C/CAR, E/CAR and Central America has been reporting these problems.

2. Discussion

New ICAO Model Flight Plan Form

2.1 In June 2008, ICAO issued Amendment 1 to PANS-ATM (DOC 4444) also known as the New ICAO Model Flight Plan Form, to be implemented by 15 November 2012. The changes in Amendment 1 affected the ICAO Filed Flight Plan (FPL), related Air Traffic Service (ATS) messages and procedures. ICAO developed guidelines to facilitate airspace users and air navigation services providers (ANSPs) the simultaneous use of CURRENT and NEW information of the flight data processing systems during the transition period.

2.2 The Regional Implementation Groups and GREPECAS urged States to develop their action plans and conducted several meetings and teleconferences to ensure this implementation. The implementation in the NAM/CAR regions was followed through the consolidated Action Plan which at the same time is based on the regional performance objective (RPO) No. 5 *Implementation of the New ICAO Flight Plan Format* within the NAM/CAR RPBANIP. It was agreed that this RPO will serve as a regional reference for the drafting of national action plans, with the aim of duly complying with this implementation.

2.3 The Implementation of the New ICAO Model Flight Plan (FPL) Form by November 15 2012 was successful with a very active participation from all the NAM/CAR States/ANSPs. This implementation represented a continuous work of training, coordination, testing, system upgrades, procedure revision, contingency procedure making, planning, publications and a whole team work within the States/ANSPs and at the regional level. This effort included:

a) *Publication of:*

- Regulations, procedures, transition actions, trials and other informative publications (posters, videos, folders, etc.)
- Publish operational procedures in AIP flight plans for the programme coordination and updating of related changes (altitude, ETD, route, speed, etc.)
- Update ATS Letters of Agreements (LOAs) with adjacent ATS units

b) *Actions for:*

- Implementing contingency procedures to mitigate identified hazards
- Implementing a switch-over plan
- Establishing a collaborative decision making (CDM) process with air operators, ANSPs, pilots, dispatchers, general aviation and ATCOs
- Implementing training programmes for ATCOs, pilots, AIS personnel and dispatchers.
- Implementing some measures to resolve problems caused by errors, missing and duplication of flight plans
- Implementing a safety assessment (monitoring) programme before and post implementation period
- support for AMHS/converter implementation and ATM System automation upgrades
- ICAO HQ Coordination Centre (ICAO EB 2012/57 dated 30 October 2012) and regional NACC supporting staff were established;
- post monitoring calls were established until Dec 2012.

2.5 Even though the new ICAO model FPL form was completed implemented, several States/ANSPs achieved it with the temporary solution of a converter or through manual procedures. The status of implementation up to date is shown in **Appendix A** to this paper as reviewed in the NACC/WG/04 Meeting.

Specific Actions to resolve / mitigate FPL problems

2.6 The NACC/WG/03 Meeting reviewed the loss, errors and duplication of flight plans between the adjacent units which impacts safety and ATS efficiency, and considered that States, Territories and International Organizations should analyze this problem and urgently solve it and so formulated **CONCLUSION 3/3 ACTIONS TO AVOID ERRORS, MISSING AND DUPLICATION OF FLIGHT PLANS (Appendix B)**

2.7 The ANI/WG/01 Meeting analyzed the results of the new ICAO Model Flight Plan Form implementation and determined that despite the adopted measures and achievements with the new ICAO Model Flight Plan Form implementation, duplicated messages with mistakes that cause rejection of the filed flight plan are still received. Therefore, the Meeting agreed that the Air Traffic Services Inter-Facility Data Communication (AIDC) Implementation Task Group prioritize and implement necessary action with the ICAO Secretariat and users to follow-up on mitigation/solution measures to this problem and notify the ANI/WG of results as soon as possible.

2.8 The NACC/WG/04 took note of the assignment made to the ANI/WG AIDC TF regarding the errors, missing and duplication of flight plans and decided to supersede Conclusion 3/3.

3. Suggested Actions

3.1 The meeting is invited to:

- a) note the information contained in this paper and the active participate made for the New ICAO Model Flight Plan (FPL) Form;
- b) include the status of converters presented in **Appendix A** in the solution/mitigation of the FPL errors;
- c) consider the conclusion 3/3 (**Appendix B**) in the solution/mitigation of the FPL errors;
- d) discuss any relevant matters as appropriate.

APPENDIX A
FPL2012 POST IMPLEMENTATION CHECKLIST AND FOLLOW-UP TO FPL2012 FULL
COMPLIANCE ACTIVITIES
FOLLOW-UP: 25 MARCH 2014

Date	Solution	
	AFTN Terminal –FPL	ATC Automated System - FDP
Anguilla	Implemented	Manual
Antigua and Barbuda	Implemented	Manual
Aruba	Implemented	Implemented
Bahamas	AMHS (FPL2012) terminals implementation date to be defined (TBD)	Full upgrade planned (converter is use)
Barbados	Implemented	Implemented
Belize	Implemented	Full upgrade planned (converter is use)
Bermuda	Implemented	Manual
British Virgin Islands	Implemented	Manual
Canada	Implemented	Implemented
Cayman Islands	Implemented	Implemented
COCESNA	Implemented	Full upgrade planned (2014). Currently converter is use
Costa Rica	Implemented	Full upgrade planned (converter is use)
Cuba	Implemented	Implemented
Curacao	Implemented	Implemented
Dominica	Implemented	Manual
Dominican Republic	Implemented	Implemented
El Salvador	Implemented	Implemented
Grenada	Implemented	Implemented
Guatemala	Implemented	Full upgrade planned (converter is use)
French Antilles	Implemented	Implemented
Haiti	Manual	Manual
Honduras	Implemented	Implemented
Jamaica	Implemented	Full upgrade planned (converter is use)
Mexico	Implemented	Implemented
Montserrat	Implemented	Manual
Netherlands (BES Islands)	Manual	Manual
Nicaragua	Implemented	Implemented

Date	Solution	
	AFTN Terminal –FPL	ATC Automated System - FDP
Saint Kitts and Nevis	Implemented	Manual
Saint Lucia	Implemented	Manual
Saint Vincent and the Grenadines	Implemented	Manual
Sint Maarten	Implemented	Implemented
Trinidad and Tobago	Implemented	Implemented
Turks and Caicos	Implemented	Implemented
United States	Implemented	Implemented

APPENDIX B**NACC/WG
CONCLUSION 3/3****ACTIONS TO AVOID ERRORS, MISSING AND DUPLICATION
OF FLIGHT PLANS**

That NAM/CAR States/Territories and COCESNA implement the following actions to avoid errors, missing and duplication of flight plans:

- a) publish in the AIP the corresponding procedures in accordance with ICAO SARPs for the coordination, validity and update of changes in flight plans by **31 December 2011**;
- b) update domestic provisions on flight plan message transmission in accordance with ICAO Doc 4444 and the CAR/SAM Interface Control Document (ICD) for data communications between ATS units, approved by GREPECAS, by **31 December 2011**;
- c) publish the appropriate address in the AIP for the flight plan transmission by **31 December 2011**;
- d) update letters of agreement (LOAs) between adjacent ATS units for flights that operate from one FIR to an adjacent FIR by **31 May 2012**;
- e) provide the appropriate training so ATC personnel can provide the ATC clearances according to ICAO Doc 4444, PANS-ATM by **31 May 2012**;
- f) coordinate with operators to ensure the timely coordination for data changes and validity of a specific flight plan by **31 December 2011**;
- g) encourage that dispatch offices have a sufficient number of qualified experts for proper flight plan coordination and follow-up by **30 September 2012**;
- h) consider the implementation of electronic applications for the pre-departure clearance (PDC) by **30 September 2012**, as necessary; and
- i) provide the ICAO NACC Regional Office the implementation progress report of the previous actions by **31 May 2012**.

- END -