



ICAO

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

WORKING PAPER

FPL/AD/MON — WP/16
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 3 Review of the measures adopted during December – January 2014 period for mitigation of errors (recommended actions)

Responses to suggested actions from the FPL Ad hoc Group

(Presented by Secretariat)

EXECUTIVE SUMMARY	
The following paper provides an overview of the responses to the suggested actions provided by the FPL Ad-hoc Group.	
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">• State Letter EMX1186

1. Introduction

1.1 Following up the works conducted by the FPL Ad hoc Group, after the coordination teleconference for the first phase of FPL data collection, under State Letter EMX1186 (**Appendix A**) dated 19 December 2014; the FPL data analysis recollected from 21 July to 22 August 2014 was submitted to the NAM/CAR States. Similarly under this communication the ANI/WG FPL Ad hoc Group included a list of suggested actions to mitigate these FPLs problems, urging the NAM/CAR Administrations to immediately implement these suggested actions, informing of this implementation by 16 January 2014.

2. Discussion

2.1 In response to the aforementioned State Letter, very few responses were received. Responses were received from Aruba, Curacao, Cuba and United States.

2.2 A listing of the responses of these States is presented in **Appendix B**.

2.3 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.

3. Suggested Actions

3.1 The meeting is invited to:

- a) note the responses received for the suggested actions;
- b) request further responses from the States that attend the meeting;
- c) improved suggested action for generating new improved actions for the 2nd phase of FPL Data collection; and
- d) discuss any relevant matters as appropriate.

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المدني الدولي

国际民用
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When replying please quote:

Ref.: NT- NT-N1-2.11 — **EMX1186**

19 December 2014

To: NAM/CAR States, Territories and IATA

Subject: **Missing/duplicated/erroneous Filed flight plan /Flight plan (FPL) analysis and recommended actions to mitigate errors**

Action

Required: **Immediately implement the suggested actions and inform by 16 January 2015**

Sir/Madam:

I make reference to the follow-up on the works conducted by the FPL Ad hoc Group, State Letter EMX0533 dated 2 July 2014; please find enclosed the FPL data analysis recollected from 21 July to 22 August 2014.

Based on the above mentioned analysis, the ANI/WG FPL Ad hoc Group has included a list of suggested actions to mitigate these FPLs problems. In this regard, we urged your Administration to immediately implement these suggested actions, informing of this implementation by **16 January 2014**.

If you require any further information, please contact Mr. Fernando Casso, AIDC Task Force Rapporteur (fernando.casso@idac.gov.do); Mr. Julio Siu, ICAO NACC Regional Officer, Communications, Navigation and Surveillance (jsiu@icao.int); or Ms. Lizette Morales, Assistant, (lmorales@icao.int).

Accept, Sir/Madam, the assurances of my highest consideration.

for
Jorge Fernández
Acting Regional Director
North American, Central American and
Caribbean (NACC) Regional Office

Enclosure:

As indicated

N:\N - ICAO Regions\N 1- 2.11 - New Flight Plan Format (NFPL)\Correspondence\EMX1186CNS-States-FPLactionsimplementation.docx

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FPL DATA ANALYSIS

Data Collected: 21 July: 00:00 UTC - 22 August: 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 sent 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. **(31 January 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, **by 31 January 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 by 31 January 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 **(24 February 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 05

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 **(31 January 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. **(8 Dec 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 **GRAPH 2: ERROR MESSAGES BY FIR** 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 (Anguilla, Martinique, Saint 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.

3.14 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.

3.15 Ensure harmonization of the information between FDPs and ARO FPL system databases (designators, aircraft types and performance data). Each ANSP to review their situation and inform of results (**31 January 2015**).

3.16 Ensure that the originator of a rejected message gets the feedback so the error can be corrected (see item 05 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*

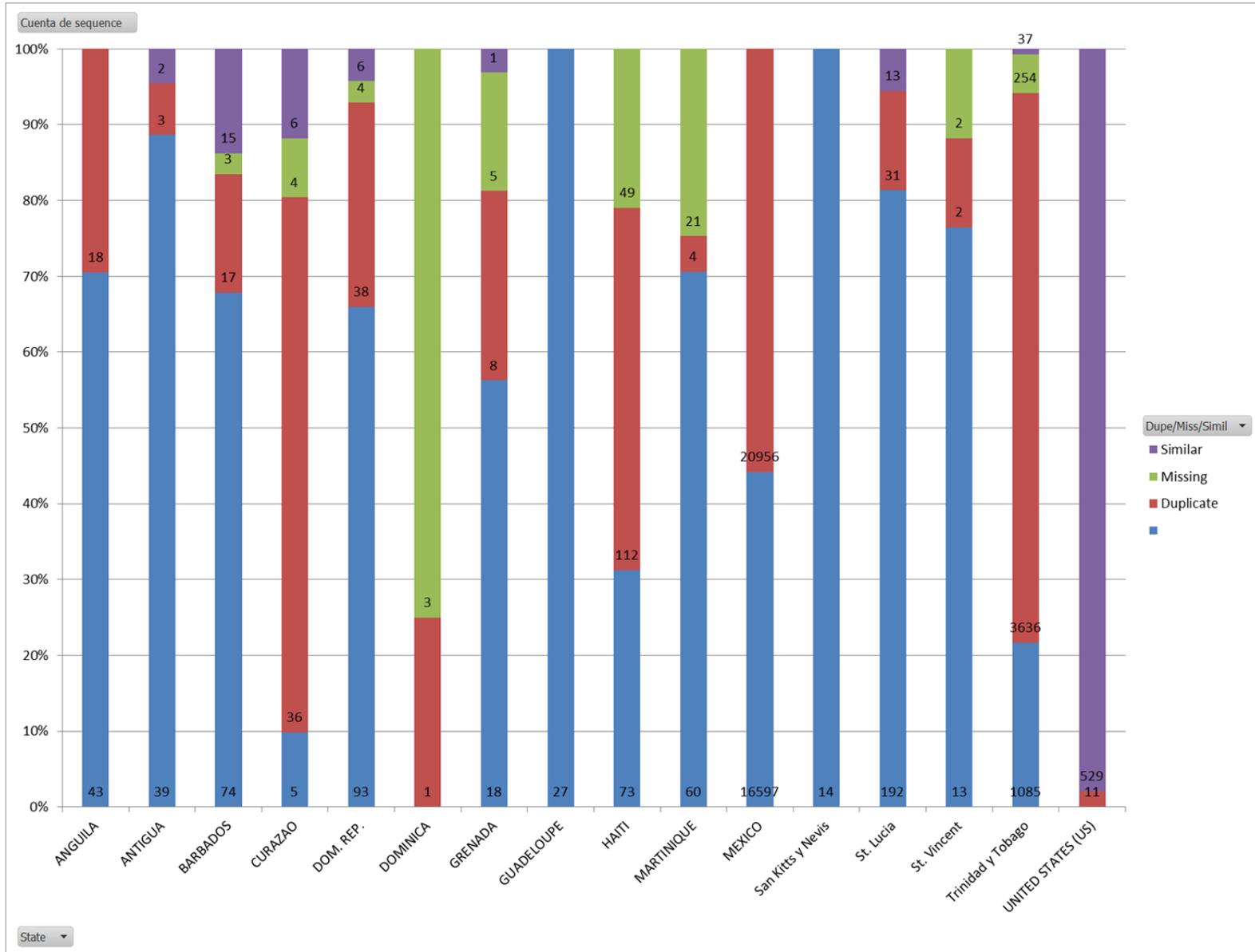
5.1 Improvement to Data recollection format: Nov.-Dec. 2014

5.2 Implementation of recommended actions: Nov. 2014-Feb. 2015

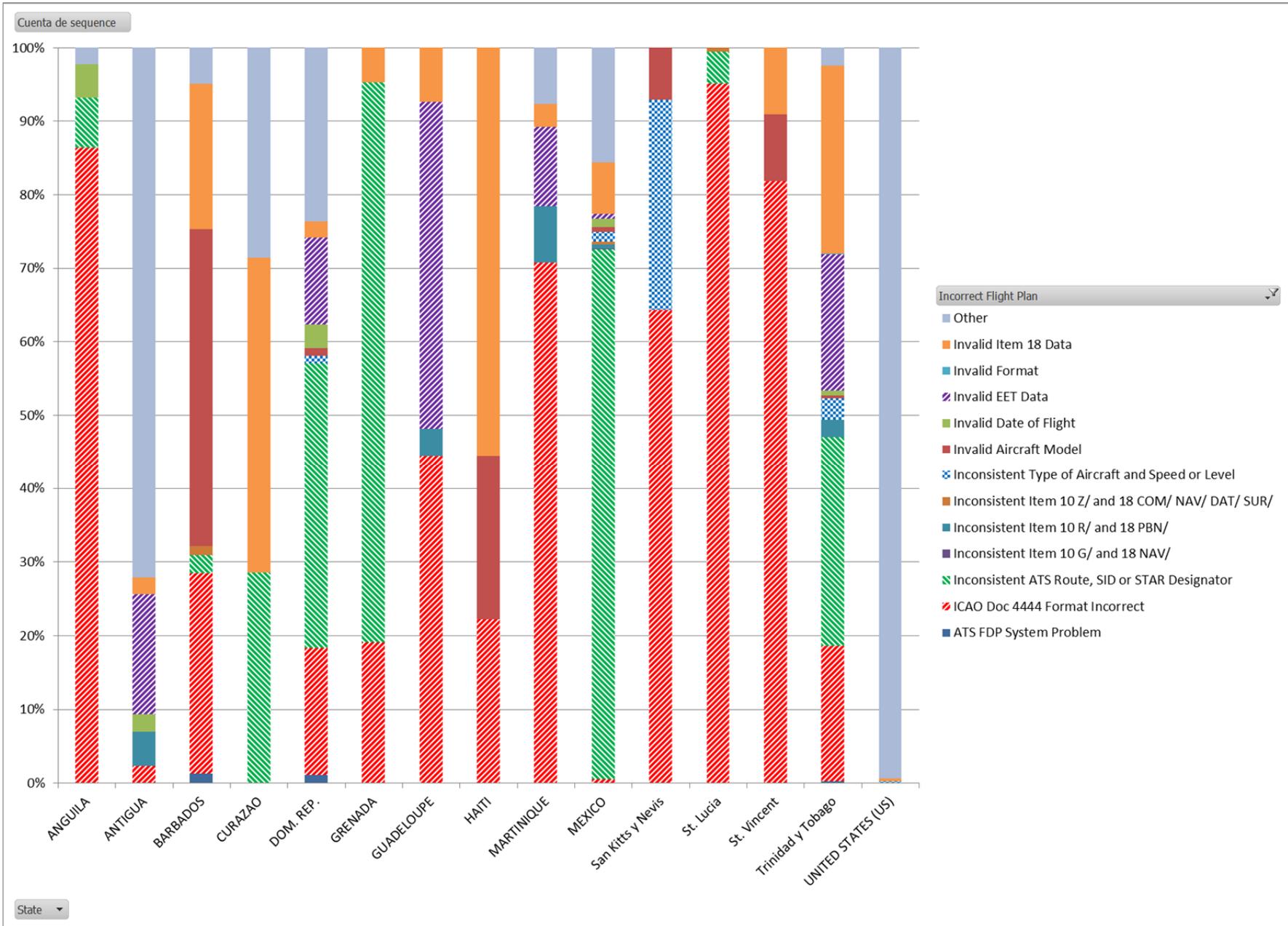
5.3 2nd Data Recollection: March 2015

- 5.4 Analysis: April-May 2015
- 5.5 Results presentation: ANI/WG/02 Meeting (June 2015)

GRAPH 1: ERROR TYPES BY FIR



GRAPH 2: ERROR MESSAGES BY FIR





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APPENDIX B

<i>Recommended Actions</i>	Cuba	USA	Aruba	Curacao
ANSPs: avoid the use of RPLs	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Disagreed. RPL are used for domestic flights
ANSPs: report any update to FPL2012 converters removal and full FPL2012 processing capability	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
ANSPs: Consider the implementation of electronic applications for the pre-departure clearance (PDC) as necessary	Under study	<input checked="" type="checkbox"/>	-	Under study
ANSPs: 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. (31 January 2015) .	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
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.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	No dedicated staff but done by operational personnel
ANSPs to verify the correctness of the address(es) that is/are published in their AIP for FPL filing (ENR. 1.11) processing. by 31 January 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.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Will comply
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 by 31 January 2015)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	-	Will comply
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 (24 February 2015)	Pending of FAA document	-	-	-
All ANSPs to consult Error Reference to identify the percentage of missing flight plans identify the originator and apply the procedure described in 05	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	-	Will comply
ANSPs to update Letters of Agreement (LOAs) between adjacent ATS	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	-	To comply by 2 nd quarter

units for flights that operate from one FIR to an adjacent FIR, where deemed necessary (31 January 2015) .	Problem is with operators			2015
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. (8 Dec 2014)	Not apply due to lack of document	-	-	-
All ANSPs to Error Reference to identify the percentage of duplicate flight plans, identify the originator, agree on the corrective action and record the solution.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	-	-
All ANSPs to consult GRAPH 2: ERROR MESSAGES BY FIR to identify the most frequent errors for your FIR to take corrective action.	Cuba not included in the consultation	<input checked="" type="checkbox"/>	-	Will conduct quality checks
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.	Cuba not included in the consultation	<input checked="" type="checkbox"/>	-	-
Ensure harmonization of the information between FDPs and ARO FPL system databases (designators, aircraft types and performance data). Each ANSP to review their situation and inform of results (31 January 2015) .	<input checked="" type="checkbox"/> Update up to 2014	<input checked="" type="checkbox"/>	-	-
Ensure that the originator of a rejected message gets the feedback so the error can be corrected (see item 05 regarding dedicated personnel for correction and feedback of flight plan issues).	<input checked="" type="checkbox"/> Rejections are send automatically	<input checked="" type="checkbox"/>	-	-