3rd FPL Monitoring Group Teleconference
(October 24, 2014 at 15 UTC)

Reference: 1. Minute of *2nd FPL Monitoring Group Teleconference (July 29, 2014)*

Purpose and agenda: To analyze the data collected during the last period, and determine action items to mitigate the problems identified.

Participants:

- Dominican Republic: Fernando Casso (Rapporteur)
- Belize: Gilberto Torres
- Mexico: Oscar Vargas, Daniel Conrado, Margarita Rangel, Edgar Peña, Sandra Carrera
- Trinidad and Tobago: Ricky Bissessar
- ICAO: Lizette Morales

Discussion

General Comments on the data collected

1. The Rapporteur commented that many of the error messages were automatically generated from the messaging system. For the next collection period, those errors that are not detected by the messaging system should be included. For this purpose, the participation of ATC personnel may be necessary.

2. Mexico added that they recollected the data at both the control centers and the ARO offices, and classified these errors as indicated by the error collection form. Among the most frequent error was the Inconsistent ATS route, SID or STAR. They had already begun working with some companies to try to mitigate this impact. The Rapporteur suggested they send the actions they had carried out, so to share the experience with the rest of the group, to which they agreed. **(ACT 01/03)**

3. Trinidad and Tobago specified their particular situation of having to collect for 12 islands, which represent a great many flights, and mentioned the project for the central processing system for flight plans that is scheduled to be installed for PIARCO, as a possible measure to mitigate the duplication of flight plans. Most errors were identified, in their case, as in the category of Field 10, equipment. Trinidad suggested that the Task Force play a part in contacting the companies as a way of supporting the mitigation effort. The Rapporteur indicated that the analysis that was going to be done in the teleconference could serve as a basis for motivating airlines to collaborate in the mitigation effort.

FIR by FIR presentation of collected data items.

4. The first FIR analysed was PIARCO. In summary, the great majority of errors in the FIR were duplication, with other significant errors being "Inconsistent ATS route, SID or STAR designator", "Invalid Item 18 Data", "Invalid EET data" and "ICAO Doc. 4444 format incorrect", in that order. The companies according to callsign with the most errors were AFR (Air France), LIA (Liat), BWA (Caribbean Airlines) and AAL (American Airlines), in that order. Classifying the errors for each of these top ten airlines, apart from duplication, we see significant occurrence of the above mentioned errors, with concentrations of these in some airlines and other errors being more or less equally distributed among all airlines. The majority of the flight plans reported were sent from airlines, with Guadalope (TFFRZPZX) being the next most frequent originator.

5. The action to be executed by Trinidad and Tobago to mitigate these errors was agreed as follows: deliver training to the airlines identified in the analysis, with priority to those having the most errors and emphasizing on those errors identified as most frequent.

6. The next FIR analysed was Mexico. This FIR had sent most information the day before this teleconference, and this data was not yet included in the consolidated analysis table, so the study was just conducted on the first week of data. In this sample there were no duplicated reported. The most frequent error was "Invalid Item 18 data", followed by "Inconsistent ATS route, SID or STAR designator". The most frequent callsign

prefixes were KAL (Korean Airlines), N (United States, general aviation), RPN and XAJUL. Because of the small amount of data in the time (only 17 reports), the analysis was deferred to when all the data was included in the table.

7. The next FIR analysed was Santo Domingo. he most frequent error was duplication, followed by "Inconsistent ATS route, SID or STAR designator" and "Other". The companies (callsigns) with most frequent errors were JBU (Jet Blue), being its most frequent error the "Inconsistent ATS route, SID or STAR designator", and DAL (Delta Air Lines), with duplication as its main error. Most errors were originated from two ATS Units, which are the ATS units basically used currently to send flight plan information. No errors were reported as sent from airlines.

8. Because there were not many FIRs represented in the teleconference for a comprehensive action plan to be drafted, the meeting will be continued next Friday, with the participation of more FIRs.

9. The results are graphed in the **Appendix** of this minute.

ACT 01/03: Mexico will send to the Rapporteur the actions they have carried out towards the mitigation of flight plan errors, to be distributed to the group.

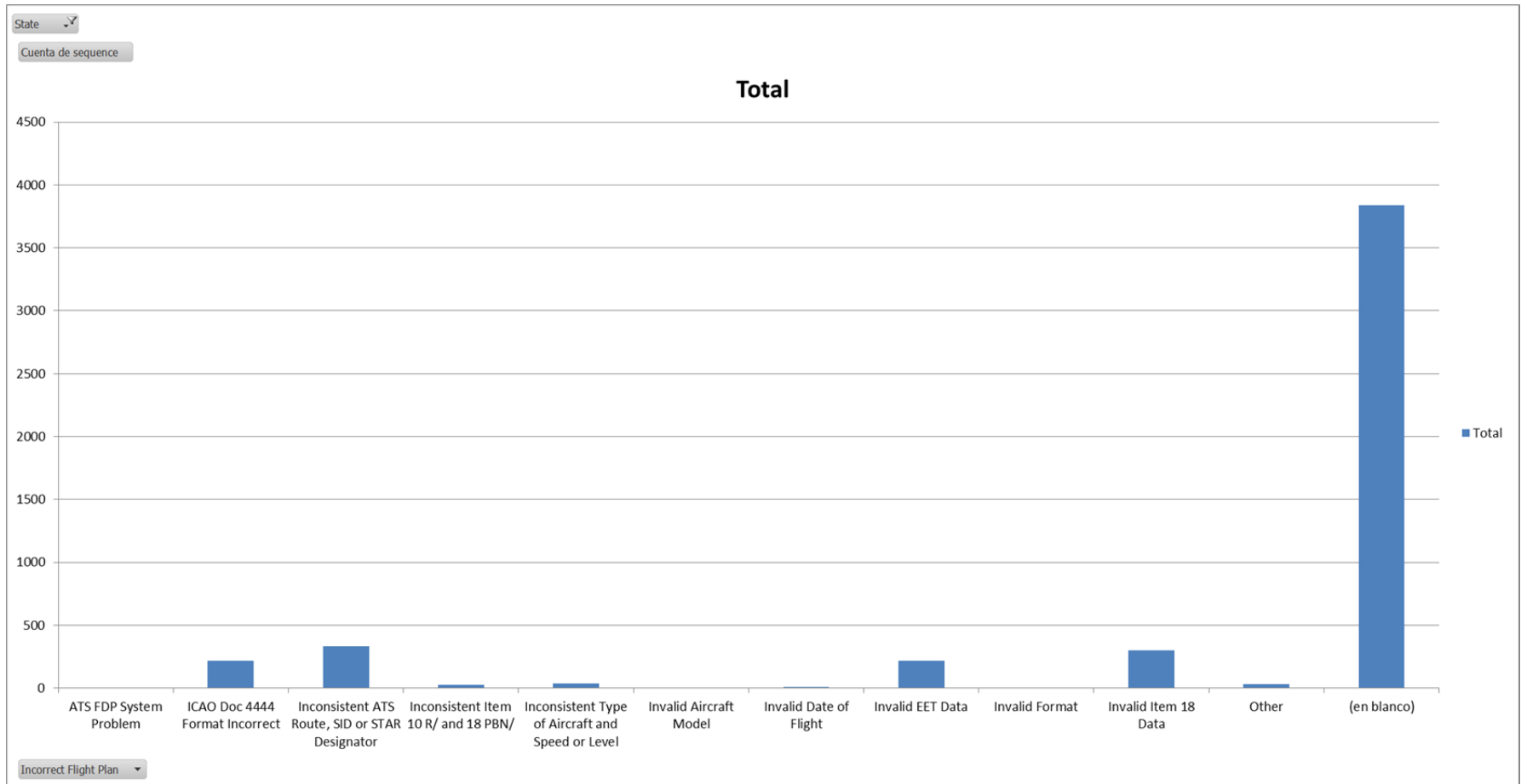**Next meeting:** October 31st at 1500 UTC
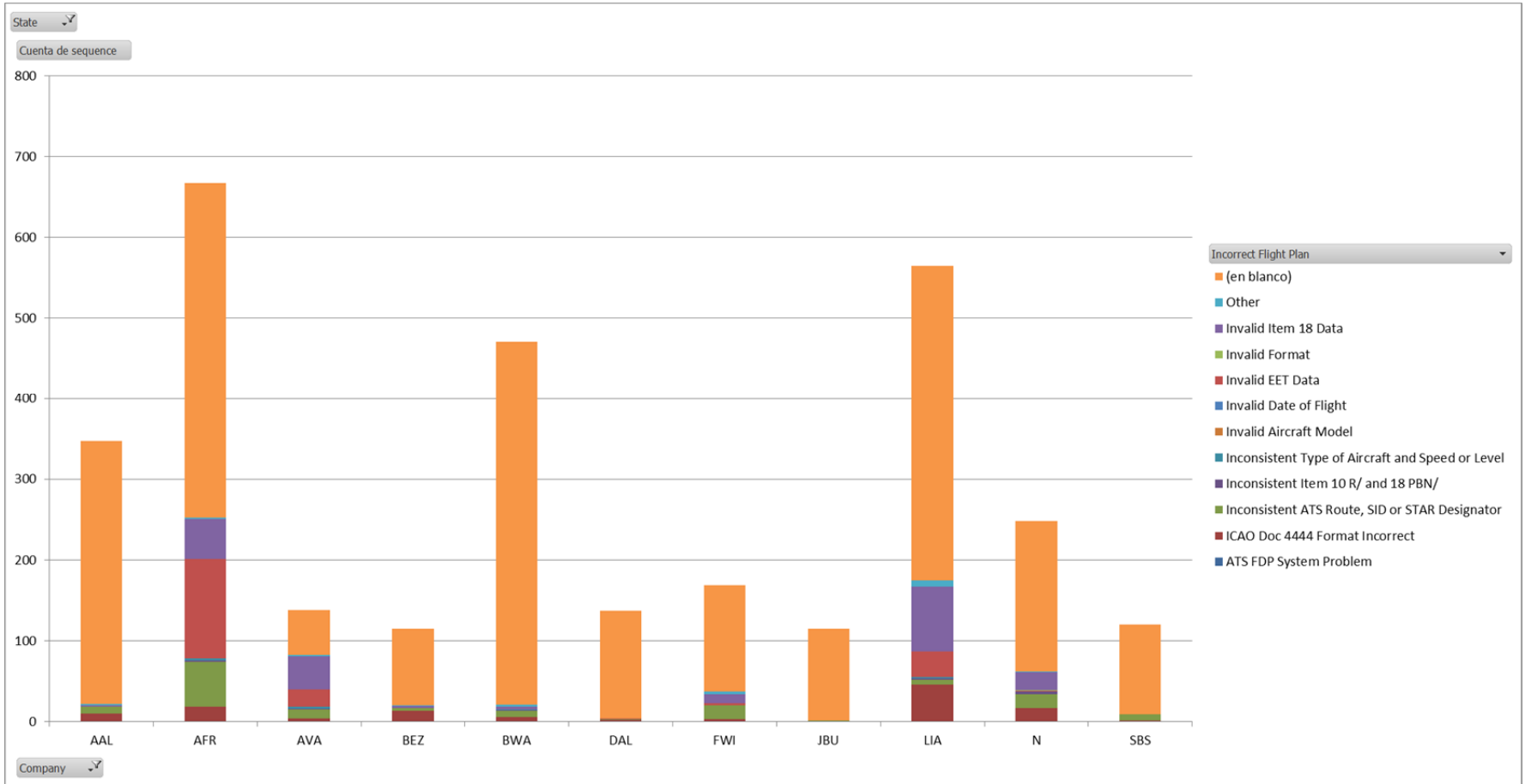
Appendix

Figure 1: Total errors by type, PIARCO

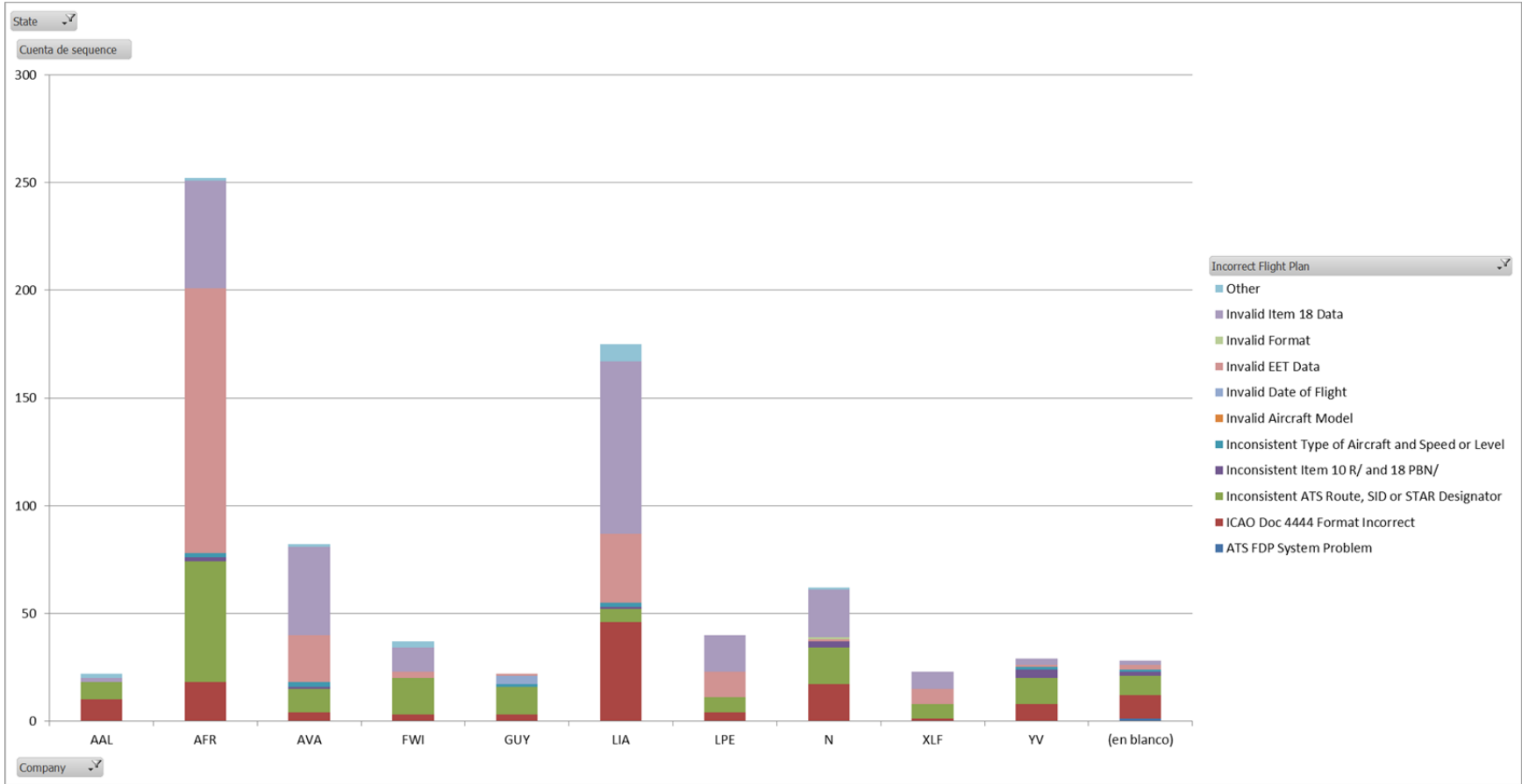**Figure 2: Errors by company (callsign), classified, PIARCO**

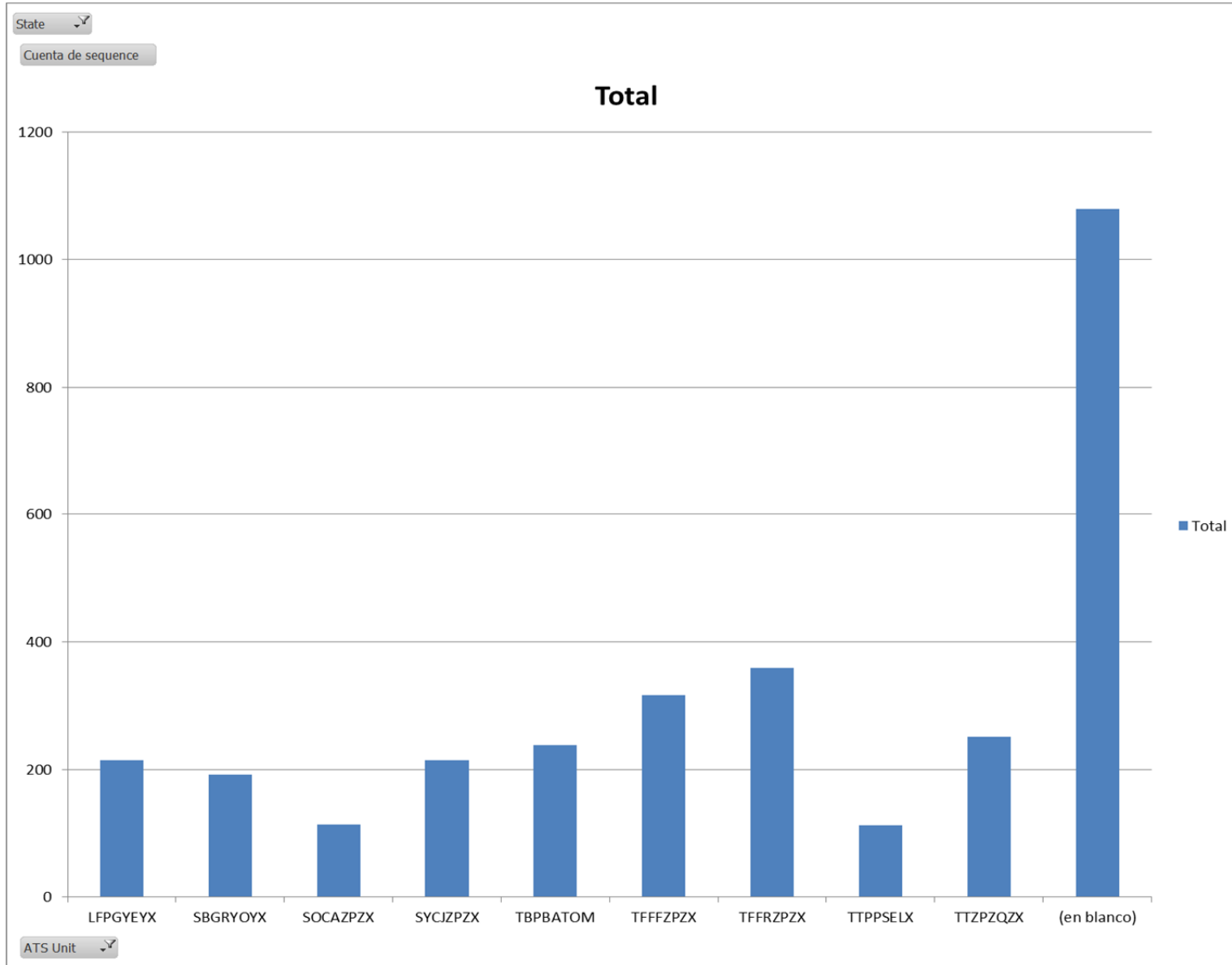**Figure 3: Errors by company (callsign), classified without duplicates, PIARCO**
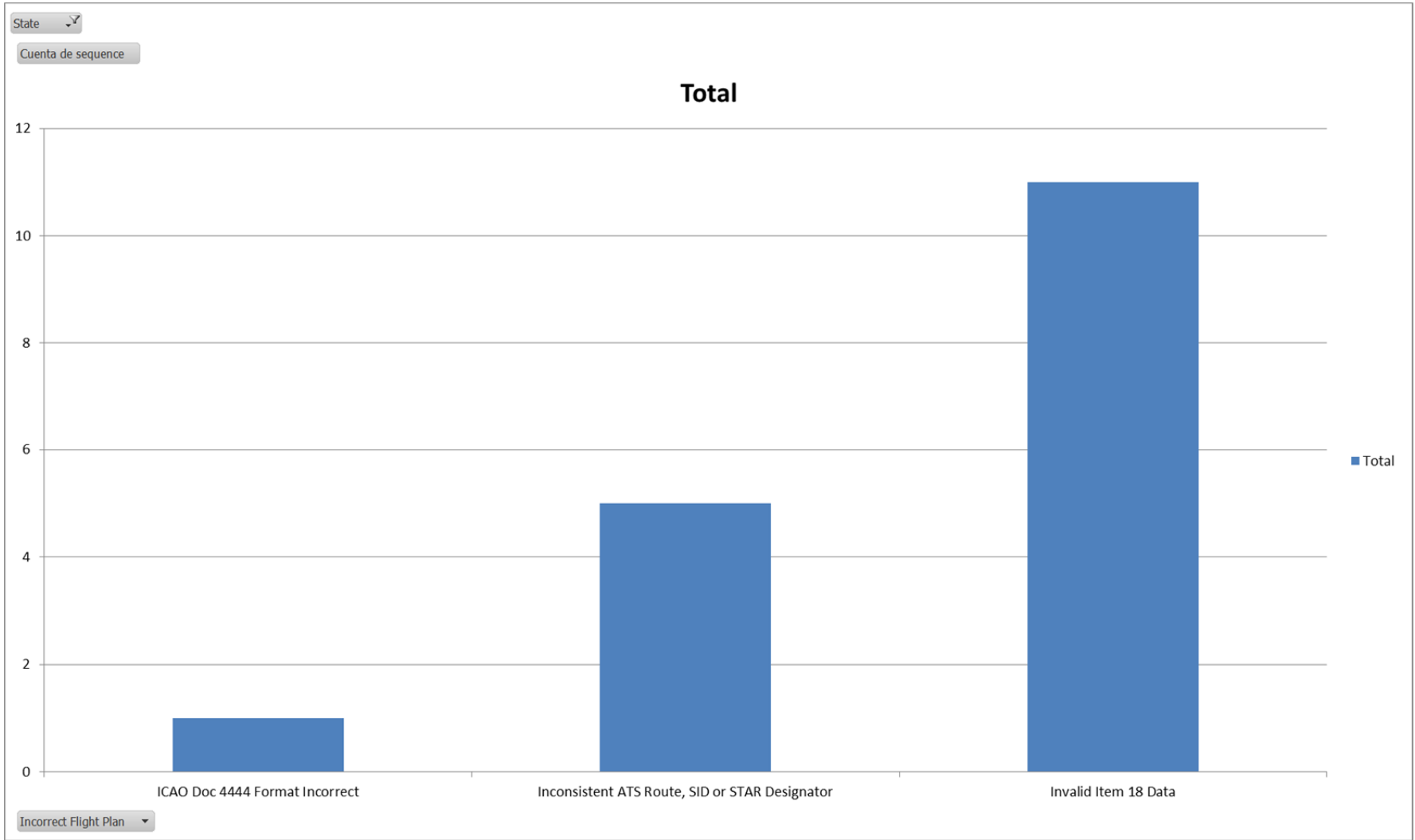
Figure 4: Errors by ATS Unit, PIARCO
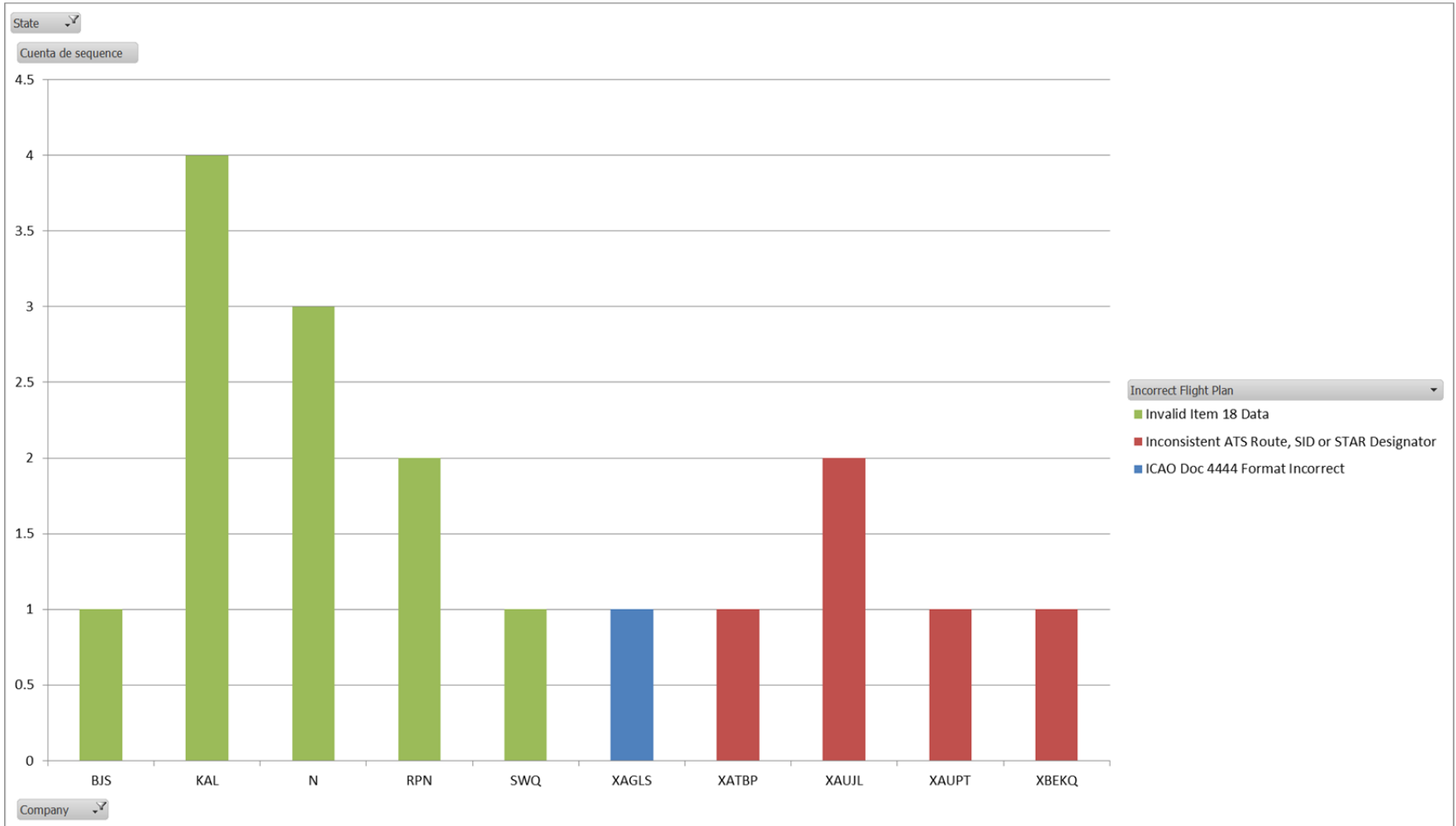
Figure 5: Total errors, Mexico

Figure 6: Errors by company (callsign), classified, Mexico

State ☑
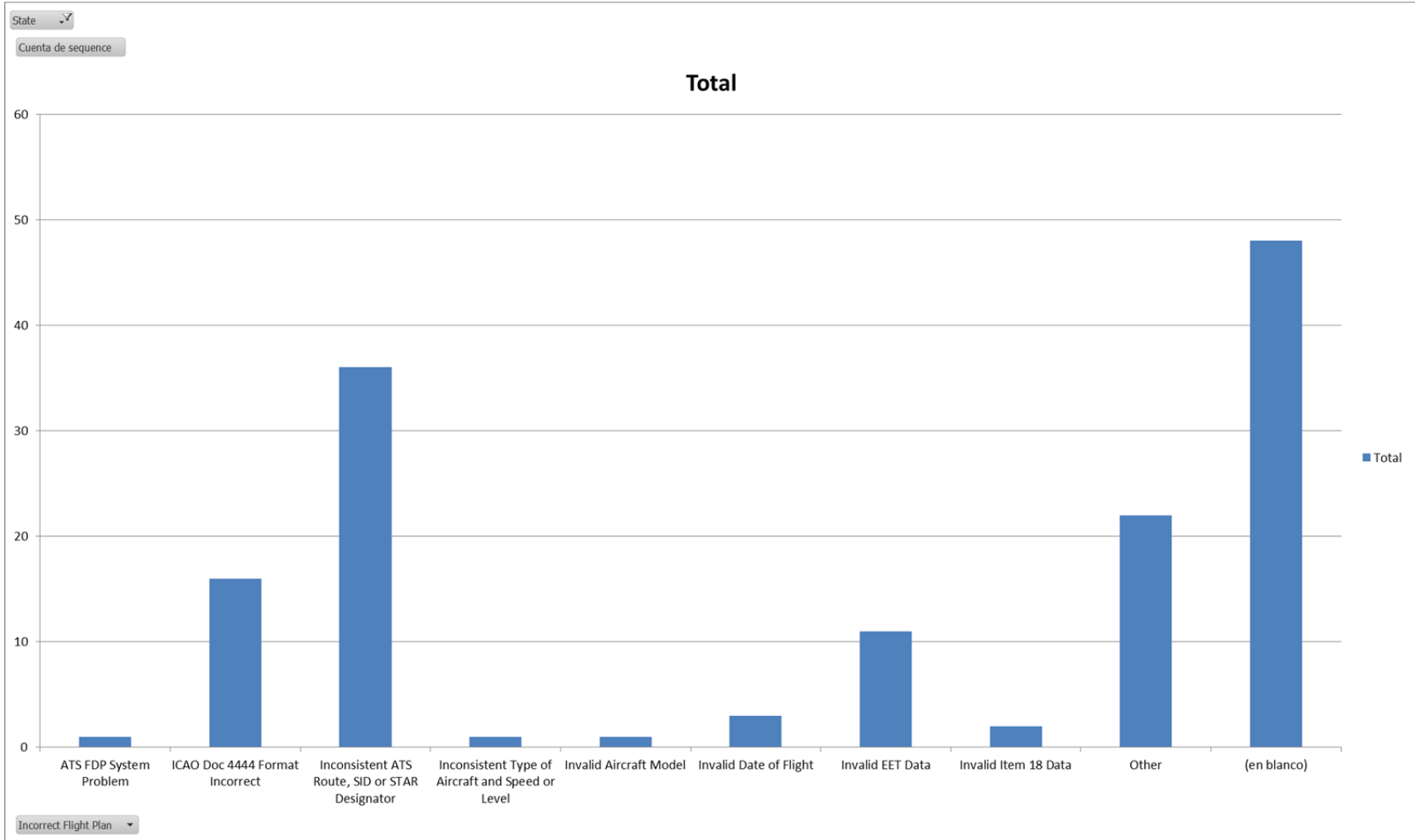
Cuenta de sequence

Total

Incorrect Flight Plan ▾

Figure 7: Total errors, Dominican Republic

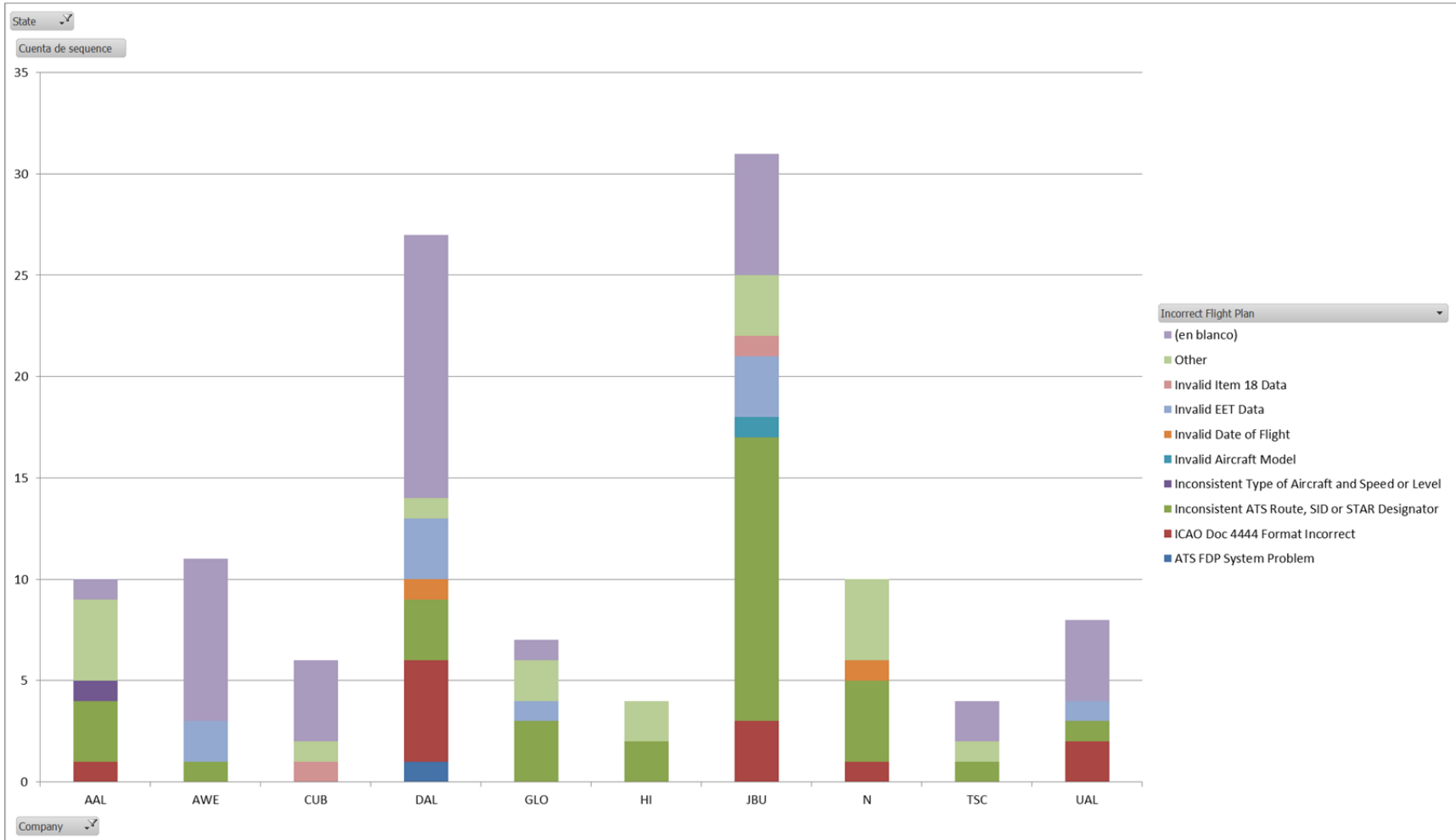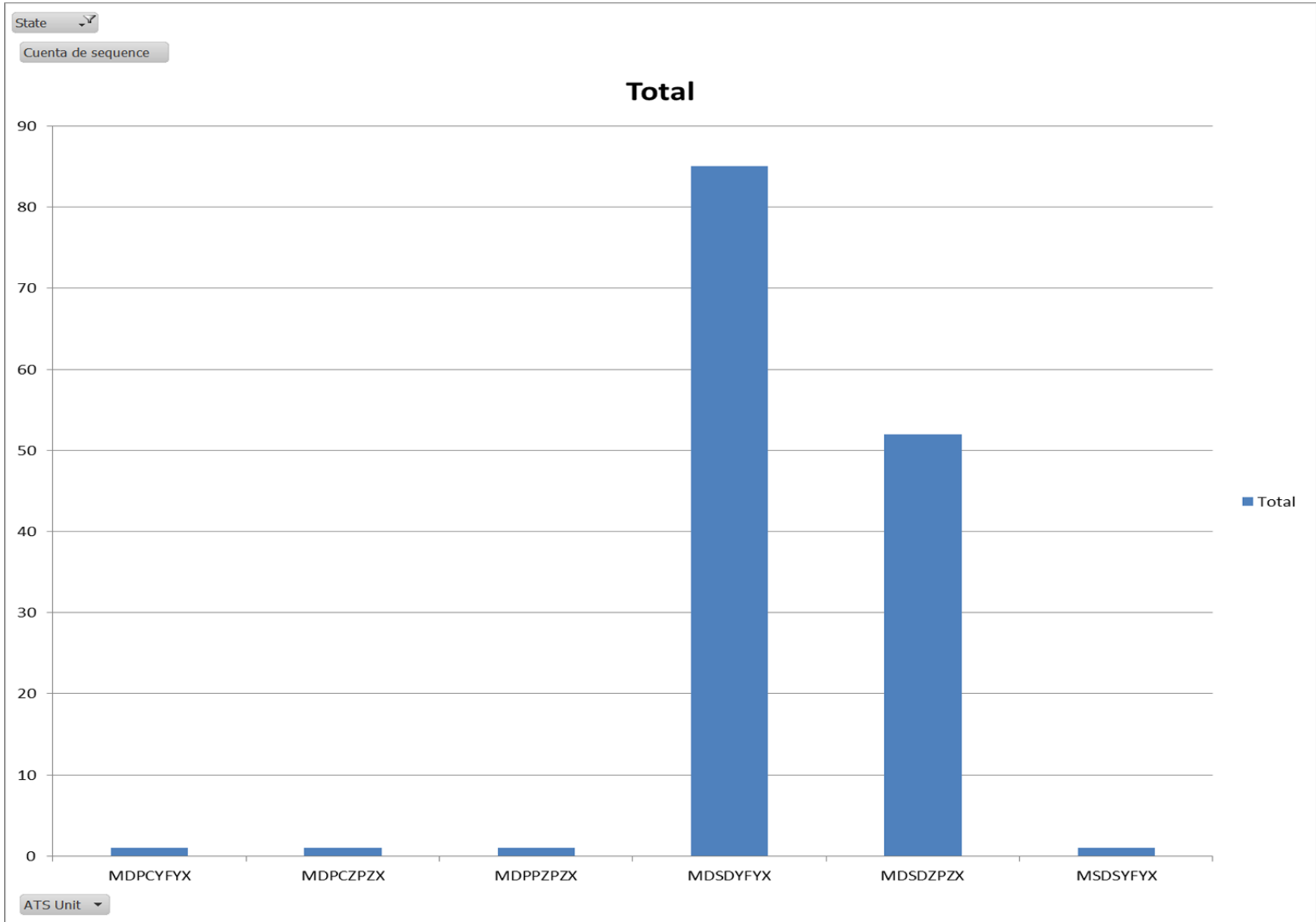**Figure 8: Errors by company (callsign), classified, Dominican Republic**

Figure 9: Errors by ATS unit, Dominican Republic