

AERONAUTICAL CHARTING FORUM
Charting Group
Meeting 17-02 – October 25 - 26, 2017

RECOMMENDATION DOCUMENT

FAA Control # ACF-CG RD 17-02-313

Subject: Publish Standard Proposed Flight Plan Deletion Times in the Chart Supplement

Background/Discussion:

In 2014, the Federal Aviation Administration (FAA) investigated a whistleblower disclosure regarding duplicate flight plans—a term commonly used for Multiple Flight Plans (MFPs). In response to the investigation, the Air Traffic Organization (ATO) formed a taskforce and convened a Safety Risk Management (SRM) panel in June 2014. From a general review of National Airspace System (NAS) data, taskforce members approximated that between 800 and 1,000 MFPs were in the NAS daily, but no data were provided to the panel to support this estimate. The panel identified one hazard, MFPs for the same Aircraft Identification (ACID) from the same departure airport within an established timeframe and arriving at the same destination (MFP-01), with a current risk of **LOW (4C)**, based on ATO Safety Management System (SMS) Manual, Version 2.1. The current risk using the risk matrix in the ATO SMS Manual, September 2015, is now **MEDIUM (4C)**.

Multiple Flight Plans (MFPs) are usually identified by an alert air traffic controller or a questioning pilot before safety has been seriously compromised, but controller and pilot intervention are the last lines of defense and they are not foolproof. Based on this conclusion and the considerations above, the July 2016 panel finalized several safety requirements to either reduce the frequency of MFPs in the NAS or mitigate their effects when they occur. These requirements (in no hierarchical order) are listed below and can be found in the Hazard Analysis Worksheet (see Appendix A).

1. Develop FAA publication changes that standardize the path of flight plan communication. The following changes will address the current lack of guidance for amending and canceling flight plans:
 - a. DCP to FAA Order JO 7210.3, *Facility Operation and Administration*, to add new Paragraph 8-1-4, FLIGHT PLAN DROP INTERVAL, to standardize flight plan drop times;

The panel reconvened in July 2016 to review the 2014 safety requirements and determine if they would address the concerns outlined in the FAA response to the 2014 whistleblower report that precipitated this issue as well as in the subsequent Air Traffic Safety Action Program (ATSAP) Corrective Action Request (CAR) 2016-020, *Duplicate Flight Plans*. (See Section 2 for more details on the decision to reconvene the SRM panel.) That follow-on panel concluded the following:

- Standard drop time(s) will be included in a publication available to operators (e.g., ChartSupplements) to enable them to determine when their flight plan will be dropped before filing another flight plan for the same flight.

Recommendations:

Add an additional page with content such as:

<u>SITE</u>	<u>Proposed Flight Plan Deletion Time</u>
ZAB	120 minutes
ZAU	120 minutes
ZBW	120 minutes
ZDC	120 minutes
ZDV	180 minutes
ZFW	180 minutes
ZHU	120 minutes
ZID	240 minutes
ZJX	120 minutes
ZKC	120 minutes
ZLA	120 minutes
ZLC	120 minutes
ZMA	120 minutes
ZME	125 minutes
ZMP	120 minutes
ZNY	121 minutes
ZOA	120 minutes
ZOB	120 minutes
ZSE	120 minutes
ZTL	120 minutes

Comments:

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Valerie Watson, FAA/AJV-553, briefed the issue. Valerie commented that she reached out to the proponent by email and shared with her that the Chart Supplement is not the appropriate place for the publication of flight plan deletion times. She explained that there is no flight plan guidance in the Supplements and there would thus be no expectation by pilots to find this narrow aspect of flight plan information in that publication. She suggested to the proponent that such information should appear in the AIM and possibly on the FAA Flight Planning Information website. The proponent was not in attendance. There was agreement to close this item.

STATUS: CLOSED
