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| **Exact information about what was the goal.** | **Information about how the procedure was chosen to achieve it.** | **Information about what result was expected.** | **Information about how the system actually reacted.** | **The described discrepancy between the expected result and the reaction of the system.** | **Next, you need to confirm or refute whether it is possible to repeat the issue several times in a row with the same result, or if it was a random occurrence.** | **We need to have the exact UTC date and time when the observation occurred** |
| Label Management Between TWR & APP After Departure | TWR Transfers the EFPS in FDD to APP by selecting the Transfer to Approach option, | Successful transfer of the Label in the RDD from TWR\_OMFJ to APP\_OMFJ(main). Where APP MAIN CWS should be able to accept and interact with the label. | Randomly Label getting transferred to APP\_OMFJ\_AST station. | The RDD Label automatically transferred to ASST position instead of MAIN, Therefore the APP MAIN CWS is not able to accept the label and perform label management.  Since APP\_OMFJ\_AST station doesn’t have an RDD the issue cannot be rectified manually | * 26/12/2024 0330 : UNABLE TO ACCEPT LABELS FROM RDD, AUTOMATICALLY TRANSFERRED TO APP OMFJ AST. * 27/12/2024 1030 : FUJ 06 OMFJ-OMRK LABEL GOES TO APP FUJ ASST POSITION * 28/12/2024 0310 : FUJ09 2701 COULD NOT ACCEPT FROM RDD. * 30/12/2024 0441 : OBSERVED WHEN TWR TRANSFERRING STRIP ON EFPS , LABEL ON RDD WILL BE ACCEPTED AS DEFAULT ON APP ASST POSITION. | |
| The label colors in the RDD should coincide with the color-coded strips for departure, arrival, local, and overflights, as used in the FDD | Based on the FPL Dep & Dest aerodrome details. | The RDD labels should indicate blue for departures, yellow for arrivals pink for local flights, and grey for overflights, same as in FDD. | Random Departure Label & Arrival Label in Pink color displayed on RDD. | The RDD system is not assigning the correct Label color to the flight types as specified in the FDD. | * 30/12/2024 1000 : FUJ09 OMFJ-OMRK, LABEL INDICATED PINK INSTEAD OF BLUE ON THE RDD. * 30/12/2024 1045 : FUJ04 OMFJ-OMRK, LABEL INDICATED PINK INSTEAD OF BLUE. CHECKED WITH TOWER, TWR RDD LABEL INDICATED BLUE. * 31/12/2024 0905 : FUJ10 ARR OMRK-OMFJ RDD LABEL INDICATING PINK INSTEAD OF YELLOW, FDD STRIP IN YELLOW. * 12/1/25 1055Z Supervisor position APP – FUJ06 and FUJ11 Arrival Label in pink. | |
| Automatic Correlation of FPL with Target using squawk | When the EFPS and Target squawk are same the system automatically correlates the FPL | Automatic Correlation of FPL with Target using squawk | Not Correlating even when the target and EFPS squawk is same | Automatic correlation not working as expected | Random Occurrence,  31/12/2024 1216 : FUJ05 2701 LABEL NOT CORRELATED AUTOMATICALLY IN THE RDD, HAD TO MANUALLY CORRELATE.  12/1/25 1359z NAHAM01 target lost and when reappeared did not correlate. | |
| Random Target Appearing on RDD | Unknown / unexpected  Ghost target observed on RDD | Ghost/unreal targets should not appear random on RDD which could be mistaken to a real target | Target shown/appears and disappears in random position on RDD with no label information | Random target does not correspond to an active aircraft so should not be seen on RDD | 3/1/2025 0948: unknown target with no label information seen at Radial 230 15NM from OMFJ – (MSAW warning appeared for the target)  1/1/2025 0328: random target at A040 R216 14NM  6/1/2025 1100: random target seen near MFI, ENEGA -No label information, only speed shown  (MSAW warning appeared for the target)  7/1/25 0627z – Ghost target near KFN/ZBR  8/1/25 0344z – Ghost target near NOLSU/MFI, 0927z Ghost target near LALDO  12/1/25 0342z Target over DAD, 0401 target over LALDO, | |
| Strip Movement: Strips not moving from pending to Active | TWR Transfers the EFPS in FDD to APP by selecting the Transfer to Approach option | Successful transfer/movement of EFPS from pending bay to active bay | EFPS remains in pending bay no movement seen | EFPS should move to active bay from pending bay once TWR transfers the strip to APP in FDD | 4/1/2025 0622: FUJ07 and FUJ10 TWR transferred the EFPS to APP but strip remains in pending list  5/1/2025 0352: FUJ10 EFPS not moving from pending to active  7/1/2025 0345 FUJ06 stayed in pending and 0620z FUJ07 unable transfer | |
| Stirp Data Input: changing | From FDD TWR requests start approval from APP – the time that this action is initiated is shown in EFPS  When APP validates the start this time is also shown in EFPS | EFPS should show the correct time start request is initiated by TWR  EFPS should show the correct time startup is validated by APP | The system shows the same timing for both the start requested and validated -even when both timings are different | The timings should be real/actual time that which the action is taken  The actual time shown in the EFPS should correspond to the actual time the action is taken by the controller | 5 Jan 25 - FUJ06 OMFJ to OMRK startup indicated 1414, ATCO gave approval for star up at 1416 but FDD showed both timings as 1416.  6/1/2025 – FUJ09 OMFJ-OMFJ startup requested by TWR 1300, APP approves start 1301 but EFPS shows both startup requested and approved as 1300  7 Jan 25 0321 FUJ07, 0325 FUJ06 and 0659 FUJ09  12 Jan 25, 1118 FUJ10, 1127 FUJ09 and 1134 FUJ07 Startup request and approved time appears to be the same even action is carried out later. | |
| FPL data inserted not accepting:  Route and Aerodrome ZZZZ | Attempt to create new FPL with departure destination as ZZZZ  Attempt to create mini FPL with arrival destination as ZZZZ | The system should be able to accept ZZZZ as a arrival /departure destination | Not able to input new FPL shows error  “DEST must be set”  “DEP must be set” | For flights with unknown dep or destinations system should be able to recognize ZZZZ as an unknown destination and accept the input aerodrome as ZZZZ | 4/1/2025 1837: create new FPL or mini FPL for COBRA01 unable to input ZZZZ as a destination or departure aerodrome | |
| Getting Safety Alerts as per the defined criteria   1. If there is a deviation of level 200ft from the assigned level expecting LBA safety alert 2. If two aircrafts are using same SSR expecting a Duplication of Squawk. 3. If there is a difference in aircraft identification expecting system to give a ACID alert. | 1. Level entered to Cleared level in the Label. 2. Squawk given to aircraft. 3. Correlation of label. | 1. LBA if deviation of 200ft. 2. DUP if Duplication of squawk 3. ACID if aircraft identification is different. | 1. LBA alert observed within the tolerance level. 2. DUP alert observed with no duplication. 3. ACID alert observed (reason unknown) | 1. LBA alert observed within the tolerance level. 2. DUP alert observed with no duplication. 3. ACID alert observed (reason unknown) | LBA  7 Jan 25, 0927Z FUJ10 inbound gave alarm at altitude 5700ft (cleared level 5500ft). 5600ft alarm went off.  7 Jan 25, 0933z FUJ10 cleared level altitude 2000ft while aircraft was descending gave LBA passing 5300ft  12 Jan 25, 0328Z NAHAM02 at MBZ A059 CFLA060  DUP  8 Jan 25, 0339z FUJ09 giving DUP alert. No other aircraft with same squawk.  12 Jan 25, 1134Z FUJ11 at OMSJ  ACID  8 Jan 25, 1720z HNT560F giving ACID Alert (reason unknown)  MSAW  11 Jan 25, 0647 FUJ11  12 Jan 25, 1048 ABY563 R275/12NM A077 | |