



**INTERNATIONAL CIVIL AVIATION ORGANIZATION
WESTERN AND CENTRAL AFRICAN OFFICE**

**Fifth Meeting of the SAT/14/Task Force
(SAT/14/TF1)**

(Sal, Cape Verde, 10-12 June 2009)

Agenda Item 4 Flight plan availability the South Atlantic

(Presented by ASECNA)

SUMMARY

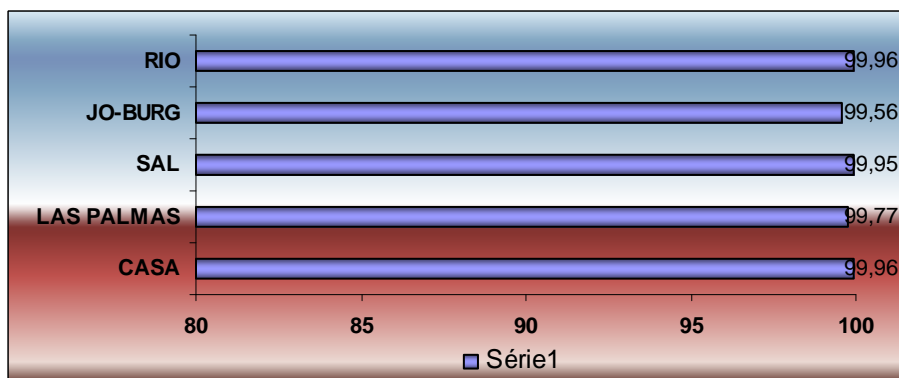
The present Working Paper deals with the issue of the lack of flight plan and calls for cooperation and coordination between center in order to solve this problem

1. Background

The SAT/12 **conclusion SAT/12/13** requests to hold AFTN monthly statistics on circuits availability and quarterly statistics on transit times in accordance with the established procedures, disseminate these data among all the AFTN correspondents within the SAT area and coordinate the corrective measures to be implemented as necessary. For a long time, the problem of lack of flight plan remains also a big concern for most of the centers.

2. Discussion

The histogram's below shows the availability of the AFTN circuits through CAFSAT network in Dakar center from January to May 2009



2.1 The various AFTN circuits generally perform well and met the ICAO requirement of availability of 97% despite some punctual problems occurring from time to time between centers. Nevertheless problems of lack of flight plan and transit time of AFTN messages continue to be experienced in many centers.

2.2 Due to importance of the availability of flight plan in the FDPS functionality of the ADS/CPDLC systems, deep investigations must be conducted in order to identify, correct and solve the problem of lack of flight plan as soon as possible.

2.3 The last coordination meeting of Nouakchott specially address the problem of lack of flight plan in Nouakchott UTA and point out problems of procedures: omission of the Nouakchott AFTN address in the flight message plan message or repetitive flight plans procedure applied by some airlines

2.4 Since September 2007, ASECNA implemented a CAFSAT VSAT station in Nouakchott to support Aeronautical Fixed Service (AFS) with the adjacent centers of Las Palmas and Casablanca; AFTN circuits and ATS/DS circuits have been successfully implemented but the AFTN circuit Nouakchott/Las Palmas is not fully operational yet.

3. Action by the meeting

The meeting is invited to:

- Take note of the information provided above ;
- Take the appropriate measures including exchange, investigation on flight availability and coordinated survey to solve the problem of lack of flight plans;
- Sensitise the airlines in the right routing of the flight plans pending the flight route
- Amend the AFI AFTN routing directories to incorporate Nouakchott/Las Palmas and Nouakchott/Casablanca circuits.