



ASSEMBLY — 39TH SESSION

TECHNICAL COMMISSION

Agenda Item 37: Other issues to be considered by the Technical Commission

**ENHANCING NATIONAL SAFETY AND SECURITY THROUGH
EFFICIENT FLIGHT PLANNING**

(Presented by the United Arab Emirates)

EXECUTIVE SUMMARY

ICAO Doc 9985, *Air Traffic Management Security Manual*, states that “Each Contracting State shall require air traffic service providers operating in that State to establish and implement appropriate security provisions to meet the requirements of the national civil aviation security programme of that State”.

ICAO Doc 10004, *2014 – 2016 Global Aviation Safety Plan (GASP)*, safety oversight standardization initiatives include recommendations for service providers to ensure compliance with national regulations and adoption of best practices.

To achieve national safety and security obligations seamlessly and to overcome challenges caused by non-availability of correct FPLs, Emirates ACC has enforced the following:

- a) enforced no entry to UAE FIR for flights without a FPL;
- b) ensured redundant network to reduce the no FPL issues due to network disruptions;
- c) formulated contingency measures in the event of network disruptions; and
- d) acknowledgement of ATS messages to keep the FPL originators informed on the status of their ATS messages sent to the UAE ACC.

<i>Strategic Objectives:</i>	This working paper relates to the Safety and Security and Facilitation Strategic Objectives.
<i>Financial implications:</i>	Not applicable.
<i>References:</i>	Doc 4444, <i>Procedure for Air Navigation Services – Air Traffic Management</i> Doc 9985, <i>Air Traffic Management Security Manual</i> Doc 10004, <i>2014–2016 Global Aviation Safety Plan</i> Doc 8966, <i>Convention for the Suppression of Unlawful Acts Against the Safety of Civil Aviation</i>

1. INTRODUCTION

1.1 ANSPs contribute to aviation security by the management of airspace that includes the monitoring of airspace infringements by unidentified aircraft. Secure airspace is one of the layers of defence along with the ground based security of aviation related infrastructure.

1.2 Unlawful acts against the safety of civil aviation jeopardize the safety of persons and property. For this purpose, specific responsibilities for airspace monitoring is identified in agreements with air defence and law enforcement agencies to ensure proper integration of responsibilities of all agencies directly responsible for the State's airspace security.

1.3 The initial identity of a flight is shared by means of FPL. Therefore, all measures are to be in place for an uninterrupted exchange of ATS messages. The monitoring of uninterrupted message flow and activation of contingency measures in due time is also equally important.

2. DISCUSSION

2.1 States shall take all practicable measures for the purpose of preventing airspace infringements.

2.2 The LOAs between the ATS Units shall address the procedures related to security as part of the planning for implementation of ATM security procedures.

2.3 The collaborative and cooperative approach is necessary to ensure that airspace monitoring policies and provisions will be able to successfully counter all types of airspace infringements.

2.4 It is believed that FPLs do not reach their addresses due to a number of reasons, such as network disruptions, incorrect addressing, human errors, etc. To avoid the situations of a denial of flight entry to a particular airspace because of the non-availability of a correct FPL, the States shall ensure appropriate measures are in place for uninterrupted and flow of correct ATS messages through their facilities and monitor messages flow at all times.

2.5 In the event of network disruptions the States shall formulate contingency measures including dissemination of NOTAM specifying the expected outage time and AFTN addresses affected.

2.6 States shall ensure acknowledgement of ATS messages to FPL originators.

3. CONCLUSION

3.1 The Assembly is invited to :

- a) note the information contained within this paper;
- b) note the need for States to ensure uninterrupted flow of ATS messages, to monitor the message flow and to formulate contingency measures in the event of network disruptions including notification by a NOTAM to affected parties;
- c) note the need for States to acknowledge ATS messages;

- d) note the need for States to expedite the introduction of ASBU B0 FICE item AMHS Interconnectivity to ensure FPL availability for the accepting unit; and
- e) note the need for States to ensure measures are in place with the respective national carriers, airports and ANSPs to enhance national safety and security standards, including the importance of complying with ICAO flight planning provisions that will ensure a globally safe and secure civil aviation system.

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