



Agenda Item 4: Specific Air Navigation Activities and Developments
4.4 Air Traffic Management (ATM)

MISSING FLIGHT PLANS

(Presented by France)

SUMMARY This working paper aims at reminding some rules related to flight planning, of which the non application causes lack of flight plans to reach control position.
References: • Doc 4444, Chapter 4, §4.4, §16, and Appendix 2.

1. Introduction

1.1 The French Antilles Air Navigation Service Provider as well as all the other E/CAR approach units, has to use the E/CAR network for operational ATS ground to ground telecommunication purposes. The everyday efficiency of the E/CAR network is deemed insufficient because of its low reliability and availability.

1.2 In spite of numerous feedbacks to Trinidad (and previously to IACL) the various actions taken did not bring to an acceptable level related to the safety matters dealt with on this network. In order to assess precisely the different types of failures and to define an action plan to solve the problems efficiently, the French ANSP launched an analysis on flight plan availability.

1.3 The analysis of 10 days of traffic did establish that lots of missing flight plans were not shown on the controller position because of the following causes, in decreasing order:

1. Missing address: the French sites are not addressed with the message for the flights crossing their airspace. This is the main reason for missing flight plans. Piarco identified that some senders only address the flight plans to Piarco ACC and not to all of the other concerned ATC units.
2. Flight plan not sent: flight plans, especially Repetitive Flight Plans (RPL), have to be sent everyday to be valid.

3. Flight plans received by our ATS office but not forwarded to the controllers for internal reasons of the site. This may occur with flight plans with incorrect syntax or that can't be automatically managed with our flight plan data processor system FDPS.
4. Flight plans sent after the departure time of the flight or flight without flight plan.
5. AFTN link unserviceable.

1.4 A new test performed during the first 19 days of July shows that 342 flight plans were missing and had to be created by the controller during the coordination; that means an average of 18 flights per day (10% of traffic controlled with flight plans).

2. Discussion

2.1 As a first conclusion, human factors appear to be the main part of the origins of missing flight plans in the region. An analysis done by Piarco arrived at to the same conclusion.

2.2 FPL addressing

2.2.1 Various attempts were made to have a note in the Piarco AIP in order to remind operators to insert the AFTN addresses of **ALL** concerned ATC unit, including the TMAs crossed during the descent phase of flight. This request is presented again and a proposed amendment to the Eastern Caribbean ENR 1.11.1 page is in annex 1 to this WP.

2.2.2 A letter was sent to IATA for equivalent action toward its affiliated airlines. Comments are awaited from them.

2.2.3 All ANSP are requested to take appropriate actions so that this reminding is done to their AIS officers and an accurate follow up is done. Discussion is proposed at this meeting.

2.2.4 ICAO is invited to provide help so that progresses can be achieved in this domain. Comments are awaited from them.

2.3 RPL processing

2.3.1 Some E/CAR operators need to use RPLs.

2.3.2 §16.4.1.2 of PANS/ATM (Doc 4444) states that for international flights, bilateral, multilateral or regional agreements are requested.

2.3.3 No agreement is presently in force in the E/CAR region.

2.3.4 It is proposed that the content of §16.4 of PANS/ATM (Doc 4444) be analysed by an Ad-hoc Group of this meeting in order to produce E/CAR RPL Regional Procedures, to be presented to the endorsement of the next DCA meeting.

2.4 FPL syntax

2.4.1 Concerning flight plans received by our ATS office but not forwarded to the controllers for internal reasons of the site, it has been established that 2 types of actions have to be taken.

- The first one is to give all AIS officers in the E/CAR region the appropriate training and tools (i.e. input frames) so the data introduced on the AFTN is in the correct format, and the list of addressees is complete.
- The second one has been undertaken toward our AIS officers so they can collect these plans in the special file where they are saved and correct them when that is possible.

2.4.2 A special action has to be undertaken concerning Dominica.

2.5 **Flights without flight plans**

2.5.1 To avoid this occurrence, France proposes a common and strict application of the prohibition of any departure before the actual reception of the flight plan by the controller at the departure ATC unit.

2.6 **AFTN link unserviceable**

2.6.1 The treatment of this deficiency is not relevant to this working paper.

2.6.2 However, a special action must also be undertaken concerning Dominica-Guadeloupe link.

3. **Suggested action**

3.1 The meeting is invited to consider the information provided in this working paper and adopt the following conclusion:

That,

- a) the East Caribbean AIP be amended as proposed in the **Appendix** to this paper;
- b) the E/CAR ANSP take appropriate actions toward their AIS officers so that the AFTN addresses of **ALL** concerned ATC units is inserted when transmitting a flight plan;
- c) an ad hoc group be created and the result of its analysis on the processing of international RPLs is review by the meeting and presented to the E/CAR DCAs; and
- d) the E/CAR ANSP make appropriate reminding to their AIS officers for the rigorous respect of the ICAO format, coding and syntax.

APPENDIX

Proposed amended East Caribbean AIP page 1.11.1

AIP
EASTERN CARIBBEANENR 1.11-1
10 JUL 03

ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

Flight movement messages relating to traffic into or via the Piarco FIR, Including Anguilla and BVI shall be addressed as below in order to warrant correct relay and delivery.

Note.- Flight movement messages in this context comprise flight plan messages, amendment messages relating thereto and flight plan cancellation messages (ICAO PANS-ATM, Doc 4444, Part IX, 2.1.1.3 refers).

Category of flight (IFR, VFR or both)	Route (into or via FIR and/or TMA)	Message address
1	2	3
IFR/VFR	Into or Via PIARCO FIR	TTZPZQZX
IFR/VFR	Within GRANTLEY ADAMS TMA/AD	TBPBZQZX TBPBZTZX
IFR/VFR	Within FORT FRANCE TMA/AD	TFFFZQZX TFFFZPZX
IFR/VFR	Within POINT-A-PITRE TMA/AD	TFFRZQZX TFFRZTZX
IFR/VFR	Within V.C. BIRD TMA/AD	TAPAZQZX
IFR/VFR	Into ANGUILLA/WALLBLAKE CTR/AD	TQPFZTZX TJZSYFYX
IFR/VFR	Into ANTIGUA/CODRINGTON AD	TAPAZQZX
IFR/VFR	Into B.V.I./AUGUSTE GEORGE AD TERRANCE B. LETTSOME AD VIRGIN GORDA AD	TJSJYFYX TNCMZTZX
IFR/VFR	Into DOMINICA/CANEFIELD AD MELVILLE HALL CTR/AD	TDCFZTZX TDPDZTZX
IFR/VFR	Into GRENADA/LAURISTON AD POINT SLAINES CTR/AD	TGPYZTZX
IFR/VFR	Into NEVIS/VANCE WINKWORTH AMORY CTR/AD	TKPNZTZX
IFR/VFR	Into MONTERRAT/ W.H. BRAMBLE AD GERALD'S HELIPORT	TRPMZTZX TRPGZTZX
IFR/VFR	Into ST. KITTS/ROBERT L. BRADSHAW CTR/AD	TKPKZTZX
IFR/VFR	Into ST. LUCIA/GEORGE F. CHARLES AD HEWANORRA CTR/AD	TLPCZTZX TFFZTZX TLPLZTZX
IFR/VFR	Into ST. VINCENT AND THE GRENADINES BEQUIA CANOUAN E.T. JOSHUA MUSTIQUE UNION ISLAND	TVSVZTZX
IFR/VFR	Into TRINIDAD AND TOBAGO PIARCO CROWN POINT	TTPPZTZX TTCZTZX

TRINIDAD AND TOBAGO CIVIL AVIATION AUTHORITY

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