



Agenda Item 2: Air Navigation Matters
**2.1 Implementation of the NAM/CAR Regional Performance-Based Air
Navigation Implementation Plan (NAM/CAR RPBANIP)**

AIS COMMITTEE ACTIVITIES

(Presented by the AIS Committee)

SUMMARY

This report presents the activities of the AIS Committee since the Thirty-First Eastern Caribbean Working Group Meeting (E/CAR/WG/31) held in St. John's Antigua, 5 – 8 October 2009.

1. Introduction

1.1 The AIS Committee is comprised of Barbados, France, Trinidad and Tobago, the United States and the former OECS Directorate now the ECCAA. For several reasons this Committee did not meet during the intervening period between the 31st and 32nd E/CAR Meetings, nevertheless the Rapporteur maintained communication with some States in order to resolve activities as contained in the committee task programme of the 31st E/CAR/WG Meeting.

2. Principal Activities of the AIS committee

2.1 Missing Flight Plans

2.1.1 The following states participated in this investigation: Antigua & Barbuda, Barbados, Grenada, Guadeloupe, Martinique, Montserrat, St. Kitts and Trinidad and Tobago. During the period of investigation 474 flight plans were reported as missing.

Reasons for Missing Flight Plans

Investigation concluded the following causes for these occurrences:

- Flight Plans Not Received by Switch (135 Flight Plans)
 - Repetitive Flight Plans not transmitted over the AFTN
 - Non-Transmission of Flight Plans from stations with no AFTN connections
 - Non-Filing of Flight Plan
- AFTN circuit/workstation unserviceable
- Received by Switch but reported as missing – (339 Flight Plans)
 - In-complete addressing- (196 Flight Plans)
 - AFTN circuit/workstation unserviceable (103)

- Flight plans sent too many hours ahead of departure time
- Flight Plans actually transmitted but still reported as missing.

Recommendation/Solution For Missing Flight Plans

Incomplete Addressing of Flight Plans

- Aerodromes affected to contact originator of flight plan to inform them of the need for adjustment in their addressing of flight plans.
- Introduction of a Centralized Flight Planning System for E/CAR Region.

Flight Plans Not received by Switch

- Aerodromes not connected to the AFTN to ensure Flight Plans are received by all units concerned either by fax or email.
- Stations responsible for transmission of flight plans on behalf of units not connected to the AFTN to ensure that flight plans are disseminated in accordance with procedures contained in Document 4444.
- Repetitive Flight Plans to be transmitted daily over the AFTN
- Upgrade of the E/CAR AFS Network

2.2 *Duplicate Flight Plans*

2.2.1 During the period of investigation 495 were reported as duplicates.

Main Reasons indicated for Duplicated Flight Plans:

- Flight Plans issued by Multiple Originators
- Flight Plans transmitted multiple times by originator
- Flight Plans re-issued due to changes

Recommendation

- Airline Agencies and ATS Units to ensure there is **ONLY** one originator of a flight plan.
- ATS Units and Airline Agencies to desist from issuing multiple copies of the same flight plan.
- The ICAO CHG format to be utilized when changes in a flight plan are made.

Letters of Agreement

The meeting in Antigua acknowledged the importance of valid and current AIS Letters of Agreement (LOAs) to the efficient and timely processing of aeronautical information which has a direct impact on Air Traffic Management. Since the meeting in Antigua, only Barbados has finalized its LOA with Trinidad and Tobago.

3. Suggested Action

3.1 The meeting is invited to:

- a) take note of the information contained in this working paper;
- b) urge delegates to encourage their states to give more favourable priority to AIS matters;
- c) request member states of the AIS Committee to name their delegate(s) to sit on the committee;
- d) agree to any other actions as deemed appropriate;
- e) States to sign letters of agreement by no later than **October 2010**;
- f) The AIS Committee to be convened by **30th November 2010** to discuss the following matters:
 - Implementation of a Quality Management system for the region by **November 2012**;
 - Evolution to AIM;
 - Strategy for the coordinated implementation of the New Flight Plan format in the Region by **November 2011**; and
 - Resolve the Duplication of Flight planning in the region and make recommendation to the next ECAR DCA meeting by end **December 2010**.