

**NINTH MEETING FOR THE IMPROVEMENT OF AIR TRAFFIC SERVICES
OVER THE SOUTH ATLANTIC (SAT/9)**
(Lima, Perú, 6 - 10 November 2000)

**Agenda Item 1: Analysis of Air Traffic Data over the South Atlantic
(Conclusion 4/1 - Processing of flight plans)**

(Presented by Spain/Canarias)

SUMMARY

The conclusion 4/1 of the Task Force of the SAT/8, called the attention upon the significant number of Flight Plans not received by Casablanca, Sal and Recife ACC's requesting to explore ways and tools to identify the origin of the problem.

1 - Introduction

- 1.1 The lack of flight plans has become a constant one in the different meetings of the SAT group.
- 1.2 There have been detected some data communication problems that could be the cause of this flight plans lack.
- 1.3 Nevertheless, it is established in the various meetings the need of an investigation that can define clearly the different causes of this lack of flight plans.

2 - Study of the flight plans lack

- 2.1 The different counts of flight plans lack carried out show that the problem continues without well-defined causes.
- 2.2 It is called by the Task Force of the SAT/8 to a better study of the problem, at the same time that to a compilation of data by Senegal, Brazil, Moroccan, Cave Verde and Spain upon the flight plans lack of the first week of September, to be able to investigate its causes.
- 2.3 It is requested a checking of this matter on the part of Eurocontrol to investigate the possible problems of the flight plans of the South Atlantic in its processing by the IFPS.

3. Data and conclusions

3.1 During these months the study of the flight plans lack data have been carried out for Canarias, especially in Canarias FIR.

3.2 Among the possible problems detected, the following are emphasised:

- a) Differences between the call sign of the aircraft and the indicated by the pilot when this indicative begins with a 0 that is omitted.
- b) A possible problem in the way (lines) of transmission of the flight plans.
- c) Possible incorrect address of the flight plans out of the ECAC area.
- d) Possible bad processing by the IFPS.

3.3 As possible solution to the indicated problems, the following actions are suggested:

- a) Request to the pilots to adapt its communications to the real call sign of the flight plan.
- b) Request to the Air Operators whose flights has been detected as frequent flight plan lack so that, provisionally, they send the flight plan by SITA to the ACC's affected, as well as to confirm the addresses of the messages.
- c) Study of the processing of the flight plans on the part of the IFPS of Eurocontrol

4 - Requests carried out

4.1 Upon this item there are a compilation of sets of flight plans lack data.

4.2 Data have been sent and requested the contribution of IATA.

4.3 The problem has been remitted to the flight plan department of Eurocontrol for its study.

5 - Actions by the meeting

The meeting is invited to:

- a) consider the information and data presented
- b) establish future actions upon the matter
- c) consider the benefits that the transmission of flight plans data via the CAFSAT network can bring for the resolution of the problem.

ANNEXES:

- Data upon flight plans lack.