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INTERNATIONAL CIVIL AVIATION ORGANIZATION

FOURTEENTH MEETING ON THE IMPROVEMENT OF AIR TRAFFIC SERVICES OVER THE SOUTH ATLANTIC

Montevideo, Uruguay, 7 to 9 May 2008

Agenda Item 1.3: Air Traffic Management (ATM)

MONITORING OF FLIGHT PLAN AVAILABILITY IN THE SAT AREA AND PROPOSALS FOR CORRECTIVE MEASURES FROM THE OPERATIONAL POINT OF VIEW.

(Presented by Brazil)

SUMMARY

This working presents the actions taken by Brazilian Administration regarding the lack of flight plan in Atlantic ACC, in accordance with Conclusion SAT/13/1.

References:

1. Annex 11
2. Doc 4444, PANS- ATM
3. Report of SAT/12

1. Introduction

1.1 RNP10/RNP, RVSM and ADS/CPDLC operations in the EUR/SAM corridor depends on a reliable provision of air traffic service by the ATC units involved.

1.2 One of the most important issues to be taken in consideration is that the ATC units must have all the available information to provide a suitable ATS service.

1.3 The SAT/8/TF CONCLUSION 4/1 called the attention to the significant number of Flight Plans not received by Casablanca, Sal and Recife ACC's and ask the European and North Atlantic Office to draw attention to the mentioned problem. Moreover, the mentioned conclusion request a survey on flight plan reception by the Canarias, Casablanca, Dakar, Sal and Recife ACC's to find some solution for the problem.

1.4 The SAT/9 CONCLUSION 3/1 treated this issue, recommending several actions of all parts involved:

“Conclusion 3/1: Processing of flight plans

That:

- a) Centres concerned try to promote the utilization of repetitive flight plans (RPLs);
Note: All ways and means should be explored in order to improve the communications deficiencies. Otherwise, the expected benefits would still not be achieved as updated information on delayed/ cancelled flights would, most of the time, not reach its destination
- b) Brazil, Canarias, Cape Verde and Senegal record the number of flight plans which are not received from period 1 – 7 December 2000 and forward the information to the South Atlantic Monitoring Agency (SATMA) including Euro-Control and IATA for pertinent follow-up action as necessary;
- c) Brazil performs a survey on the AFTN links used in the transmission of flight plans in the EUR/SAM corridor;
- d) IATA requests operators flying within the EUR/SAM corridor between period 1 – 7 December 2000 to resubmit via SITA network a copy of the flight plans to the following address: LPAYTXH (*primary*) or otherwise, to LPAFOYA (*secondary*) and to indicate the AFTN address to which the flight plans were originally forwarded; and
- e) Euro-Control be again apprised of the problem.”

1.5 SAT/10 conclusion 10/3 again treated the problem of lack of flight plan:

“CONCLUSION 10/3:MISSING OF FLIGHT PLANS (FPLs)

That:

- a) all involved ACCS contact those airlines that introduce wrong addresses in the FPL in order to inform them of the continued problem ; and
- b) IATA’S assistance was requested to examine this deficiency with its associate airlines and search for immediate solutions; ”

1.6 SAT/10/TF/1 draft conclusion 10 again handled this problem:

“Draft Conclusion SAT/10/TF/1/10: STATUS REPORTS ON MISSING FLIGHT PLANS IN SAT AREA

That, monthly status reports on missing plans be established by SAT participating ACCs. Such reports on missing flight plans should include the following elements for each flight involved: date, time, aircraft type, flight number, point of departure, destination, as listed in Appendix 4A.”

1.7 The SAT/11/TF Meeting dealt with the lack of flight plan:

“Conclusion 11/1: Status reports on missing flight plans in SAT area

That, monthly status reports on missing plans be established by SAT participating ACCs. Such reports on missing flight plans to be circulated to SAT members and submitted to SAT Task Force for further action, should include the following elements for each flight involved: date, time, aircraft type, flight number, point of departure, destination, as listed in Appendix A to this Report.”

1.8 The SAT 12 Meeting treated this problem again in Conclusion SAT/12/1:

“Conclusion SAT/12/1: Need for further investigations on the lack of flight plans

That, considering the high priority to be accorded to the issue of lack of FPLs, SAT ACCs establish an appropriate mechanism for investigating thereabout on a case by case basis during the period from 1 to 31 March of 2005 as follows:

- a) the ACC facing the problem should analyze the reasons why the FPL is missing;
- b) the focal points of contact shown at Appendix 3 - A, should compile the results of the investigations and exchange the compiled information with the other designated focal points and the Secretary of the SAT Group no later than 15 April 2005;
- c) the investigations should be conducted using the form shown at Appendix 3 - B.”

1.9 SAT 13 Meeting observed this problem with another conclusion

Conclusion SAT/13/01: Action plan to avoid the lack of flight plans

That:

- a) SAT ACCs experiencing the problem of missing flight plans continue to analyze and conduct investigations on the related contributing factors in real time, using the form shown as Appendix 1A to this part of the report; and
- b) States explore their ATM system capabilities to accommodate automatic exchange of coordination messages.”

2. Analysis

2.1. Atlantic ACC and Recife ACC use the same Flight Data Processing System (FDPS). This FDPS was installed in 1992 and it is in process of replacement. Due to technical limitations, the FDPS is not able to process automatically the FPL received from international facilities (ACC, AIS, etc.). So, the Air Traffic Controller located at FPL Room must intervene to insert the FPL into the FDPS. Several cases were identified that FPL were not inserted into the FDPS. These FPL were computed as a non received FPL, since they were not received by Atlantic ACC. Actions were taken in Air Traffic Controller training in order to avoid this kind of problem.

2.2. Another limitation of FDPS used in Atlantic and Recife is that all flights that enter in the FIR's outside of an ATS Route can not be inserted into the system. So, the Air Traffic Controller must take the

FPL from the printer and deliver it to the Atlantic ACC. Several cases were identified that FPL were not delivered to Atlantic ACC and they were computed as a non received FPL.

2.3. The next step to solve definitively the problem is to identify the flight plans that do not reach the AFTN Center. Along these lines, the Atlantic ACC inserted a new item in the Lack of Flight Plan Form, in order to collect the FPL's that do not reach the AFTN Center. It is expected that the number of these FPL is going to be very low.

2.4. The new FPDS System is foreseen to be installed in Atlantic ACC, in august 2008 and the problems identified in the actual FPDS will be solved.

2.5. Another problem observed in our investigation was the wrong address of Flight plan. Some flight plans was been sent to the incorrect address and didn't reach the AFTN Center.

3. Suggested action

3.1. The meeting is invited to take note the correct address in AFTN Center of ACC-AO "SBAOZQZX".