



International Civil Aviation Organization

**MIDANPIRG Air Traffic Management Sub-Group**

**Seventh Meeting (ATM SG/7)**  
*(Virtual, 15 – 18 November 2021)*

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**Agenda Item 3: Planning and Implementation issues related to ATM/SAR**

**FLIGHT PLAN REJECTION MESSAGES**

*(Presented by UAE)*

**SUMMARY**

This working paper provides information regarding flight plan rejection message due to reasons other than FPL errors.

Action by the meeting is at paragraph 3.

**REFERENCES**

- ICAO Doc 4444 Procedures for Air Navigation Services Air Traffic Management
- Civil Aviation Law. [www.gcaa.gov.ae](http://www.gcaa.gov.ae)

**1. INTRODUCTION**

1.1 The United Arab Emirates does not allow flights without a valid flight plan to operate and have repeatedly encountered issues with some airspace users (Operators) not adhering to the AFTN rejection messages sent from Emirates ACC following failed flight plan validation. These non-compliances are causing serious concerns to Emirates ACC as they lead to an increase in Air Traffic Controllers workload that may result to unsafe situations.

1.2 The rejection of flight plans follows defined rules, regulations and established practices using Operational Reply Messages (ORM) which are addressed to the originator and the operator identified in a flight plan message along with the explanation of the reason for the rejection.

**2. DISCUSSION**

2.1 Following the global developments concerning the novel coronavirus and based on the reports published by the World Health Organization (WHO) and the International Civil Aviation Organization (ICAO), the GCAA in collaboration with the concerned entities within the UAE has decided to impose restrictions on flights from affected areas. As a result, the amount of rejection messages has increased massively.

2.2 It is of great concern that air operators could miss the ORM Reject messages and flights depart after their flight plans have been rejected. This can end up in stressful and potentially unsafe situations due to airborne holding, extra ATC workload, diversions and extra coordination while airborne.

2.3 Also, as per ICAO DOC 4444 11.4.2.2.6.1 Unless otherwise prescribed on the basis of regional air navigation agreements, a DEP message shall be transmitted immediately after the departure of an aircraft for which basic flight plan data have been previously distributed.

2.4 Only 60% of flights have DEP message which contribute to the overall delay.

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the information in this working paper;
- b) request ICAO MID office to coordinate with States, concerned air operators organisations such as IATA and AACO as well as other ICAO regional offices in order to ensure compliance with Para 2.3 above and to encourage Air operators to adhere to ORM messages to avoid unnecessary airborne delays; and
- c) request States to inform their briefing offices to relay relative messages to the concerned air operators as soon as they are received.