



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

WESTERN AND CENTRAL AFRICA OFFICE

**Twenty-Third Meeting on the Improvement of Air Traffic Services over the South Atlantic
(SAT/23)**

Durban, South Africa, 6-8 June 2018

Agenda Item 2: Air traffic management (ATM)

Missing Flight Plans

(Presented by the ASECNA)

SUMMARY

This paper is to present the result of compilation periodic survey of missing flight plan in SAT area centers during the fourth quarter 2017 and first quarter 2018.

REFERENCE(S): SAT/20

- Conclusion 20/12: Mitigation of missing Flight Plans
- Conclusion 20/13: Sensitization of airlines on missing Flight Plans

Related ICAO Strategic Objective(s):

1. INTRODUCTION:

The twentieth SAT 20 meeting, held from 01 to 05 June 2015 in Abidjan, Côte d'Ivoire, recommended That, Administrations/Organizations who have not done so establish the multidisciplinary local missing Flight Plans investigation groups including airlines and collect the data on missing Flight Plans to be sent to ASECNA for compilation with copy to their neighboring concerned centers.

The meeting also invited SAT ACCs duly identify airlines involved in missing Flight Plans and inform their representatives and IATA, and publish and share their statistics on missing flight plans.

2. DISCUSSION:

2.1. Finding

2.1.1. The observation is that unfortunately all centers do not transmit their data for compilation. There are only five (5) operational centers namely Santa Maria FIR, Lisboa FIR, Dakar FIR, Abidjan ACC and Nouakchott ACC which have transmitted their missing Flights Plans statistics.

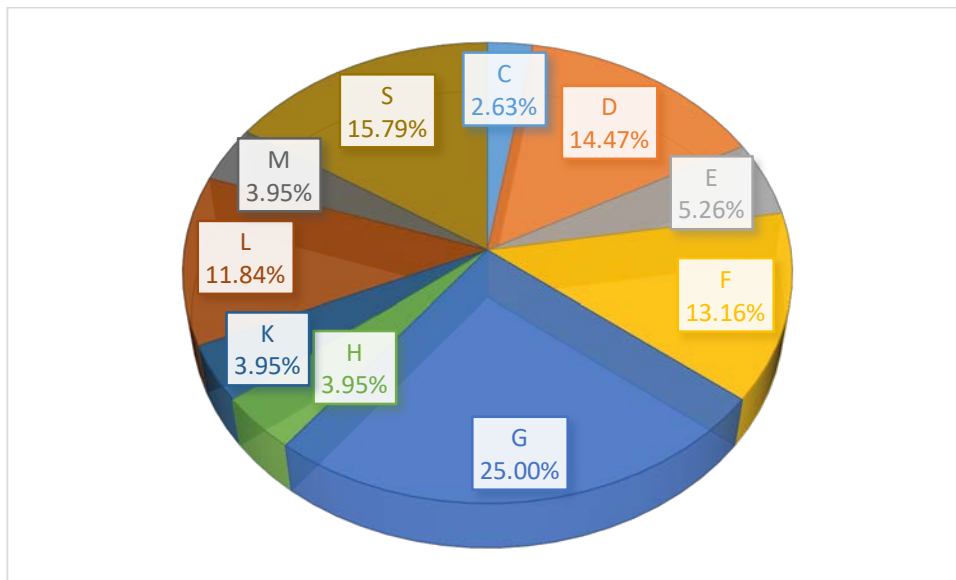
2.1.2. Globally, of the 527.861 traffics during the period 2017 and first quarter 2018, there are:

- 520.844 flights plan received therefore an availability of 98,64% ;
- 275 flights plan received with more than five (5) minutes late;
- 6.208 flights plan received with wrong address;
- 534 flights plan not received.

The repartition is detailed in the Appendix A.

2.2. Analysis

2.2.1 The graph below shows the distribution of the missing Flight Plan by ICAO area



2.2.2 Missing Flight Plan by airlines

Eighty-three (83) airlines are concerned by the missing flight plan during the period. Five (5) of them have more than ten flight not received :

- Air Côte d'Ivoire (VRE) : 281 flights plan;
- Ethiopian airlines (ETH) : 40 flights plan;
- Ghana Airways (GHA) : 31 flights plans;
- Kenya Airways (KQA) : 19 flights plan;

- South Africa Airlines (SAA) : 12 flights plan;

The detail is in the Appendix B:

2.2.3 Missing Flight Plan by origin center

Seventy-six (76) operational centers were origin the missing plan during this period, of which twenty-six (26) were in the SAT region with the most striking:

- 14 missing flights plan from Dakar (GOBD);
- 3 missing flights plan from Casablanca (GMMN);
- 3 missing flights plan from Buenos Aires (SAEZ).

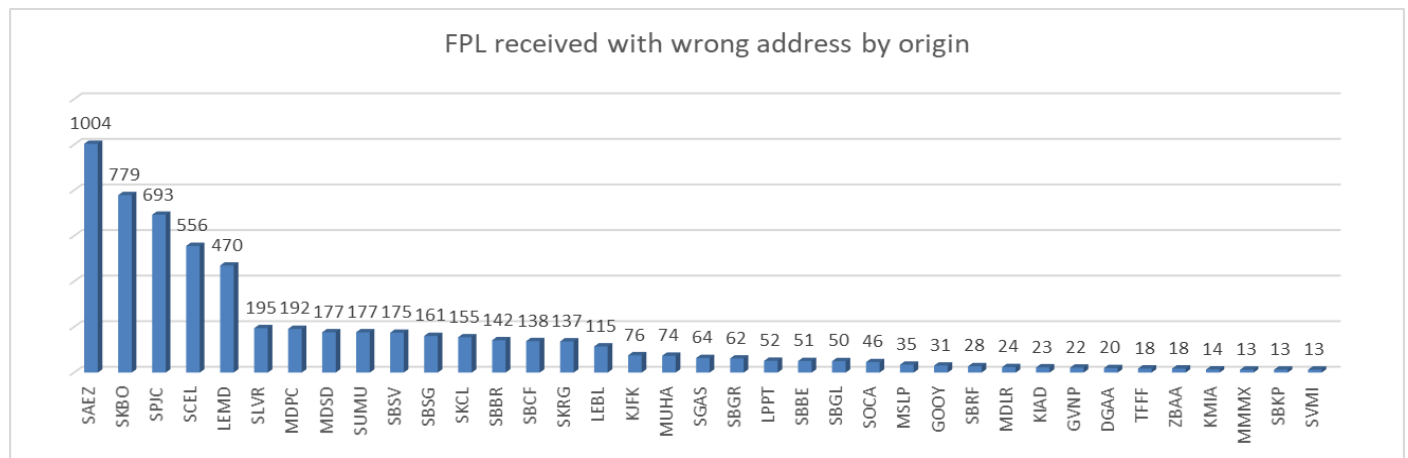
Detail is in Appendix C.

2.2.4 Main identified causes of missing flight plan:

- The omission AFTN addresses of the certain organism of control in charge of the flights;
- The failure to respect the procedures of exploitation concerning the routing and ignorance of recipient addresses;
- Unstable operation of certain circuits;
- Misunderstanding of the organization of the airspace of some FIRs divided into several sectors (e.g Dakar FIR);
- Human factor like Lack of vigilance of certain FPL operator.

2.2.5 Flight plan received with wrong address:

One hundred twenty-five (125) operational centers are the origin of the flight plan with wrong address. The figure below show the most striking of them. The complete table is in the Appendix D and the details for each center are in the Appendix E and Appendix F:

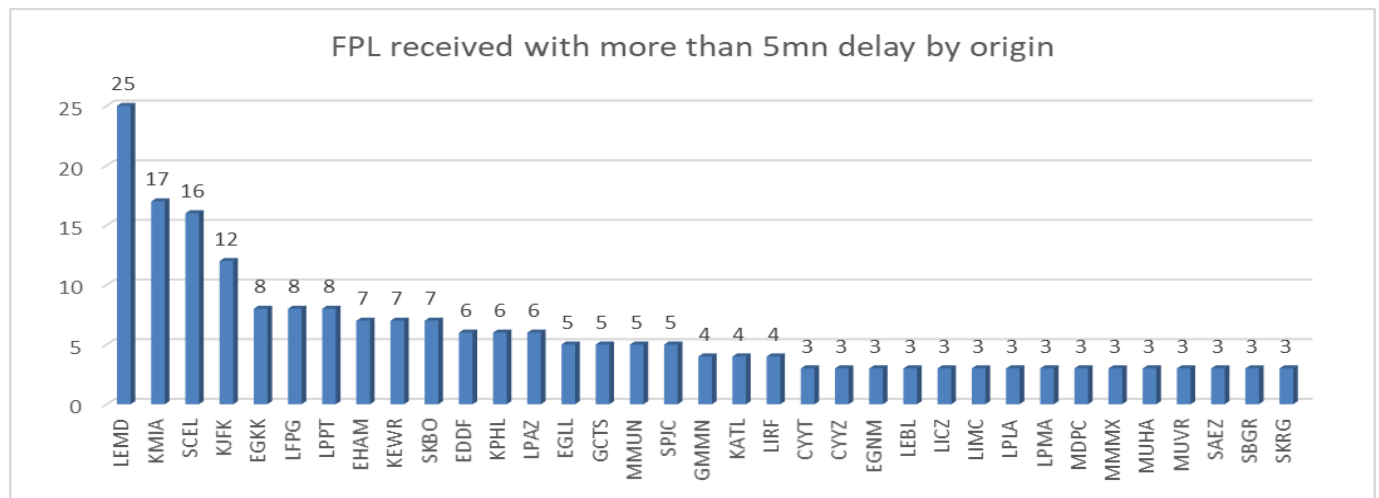


2.2.6 The probable causes of an increase in the number of flight plans received with an incorrect address are:

- the non-updating of the database for certain scheduled flights;
- the lack of verification of the flight itinerary of the aircraft in order to put the correct addresses of the concerned ATS units between the aerodrome of departure and the aerodrome of arrival;
- the human factor.

2.2.7 Flight plan received with more than 5 MN delay:

Eighty-nine (89) operational centers are at the origin of the flight plan, more than 5 minutes late. The figure below shows the most striking among them. The complete table is in Appendix G and the details for each center are shown in Appendix H and Appendix I:



2.2.8 The main possible causes identified for the flight plan received with more than 5 minutes delay are:

- delay in transmitting the message by the switch;
- Non-compliance with the operating procedures for message routing and diversion in case of failure of the main link;
- Unstable operation of certain circuits.

2.3. Solution

- Creation and dissemination of a collective address containing all of the organism of ATS control of the FIR (e.g for Dakar FIR: GOZZZQZX);
- Regularly check the database of repetitive and regular flights;
- Sensitization of local information staff on AFTN addresses of transmission of flight plan based on aircraft routing

- Sensitization of telecom operator staff on the routing and the diversion to apply in case of necessity;
- Verification of the AFTN addresses of recipients by the centers concerned by an incorrect address;
- Checking of the routing table and analyze the best of diversion in case of the failure of principal link
- Collaboration between centers to determine the causes of the delay of certain messages and take the appropriate measures necessary
- Strengthening cooperation on trade data on missing flight plans between different centers concerned in accordance with the 20/12 conclusion of SAT/20;
- Notify the original center by AFTN message on missing FPL;
- Notify the local representing of airline in conformity of conclusion 20/13.

3. ACTION BY THE MEETING:

3.1 The meeting is invited to:

- Take note the information and efforts to reduce the flight plan losses contained in this working paper;
- Encourage different centers in sensitization of staff on the compliance with procedures;
- Encourage the establishment of local investigation group of missing FPL;
- Encourage regular exchange of missing flight plan data between centers for investigation;
- Encourage collaboration between centers for improving the availability of FPL with a respectable time.

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