



INTERNATIONAL CIVIL AVIATION ORGANIZATION
AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP
TWENTIETH MEETING (APIRG/20)
(Yamoussoukro, Cote d'Ivoire, 30 November to 02 December 2015)

Agenda Item 2: Performance Framework for Regional Air Navigation Planning and Implementation

2.7: Other matters related to air navigation

MISSING FLIGHT PLANS

(Presented by ASECNA)

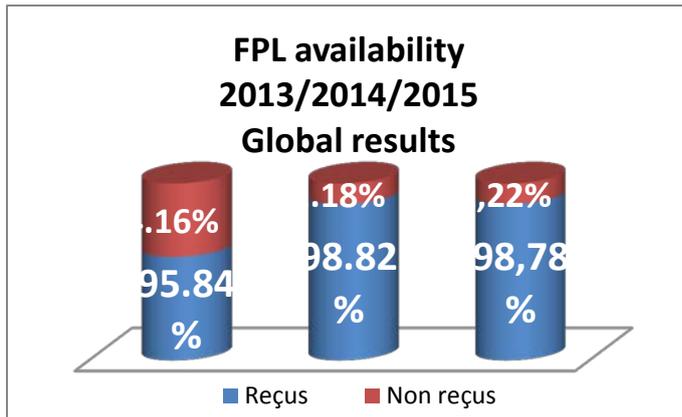
SUMMARY	
This working paper is an update related to the investigation on missing flight plans conducted in ASECNA centers from 2013 to 2015. It highlights the main contributory causes and presents solutions implemented to mitigate this problem and improve the availability of flight plans in the ATS centers.	
REFERENCES: <ul style="list-style-type: none">▪ APIRG 18 - Conclusion 18/17: Addressing missing flight plans▪ APIRG 19 - Conclusion 19/23: Resolution of the issue of missing flight plans	
<i>Strategic objectives</i>	This Working Paper related to Strategic Objectives A, B and C.

1. INTRODUCTION

1.1 The issue of missing flight plans continues to be a major concern for the AFI region, and APIRG /18 and APIRG/ 19 conclusions 18/17 and 19 /23, indicate the actions required by Air Navigation service providers to mitigate this problem. Investigations undertaken by ASECNA centers highlight the main contributory causes to missing flight plans as well as actions to be taken to tackle the issue.

2. DISCUSSIONS

2.1 In each ASECNA center, the investigations are conducted by a multi-disciplinary local team implemented for this purpose, in accordance with the procedure in the appendix. The results of the investigations from the year 2013 to August 2015 are as follows:



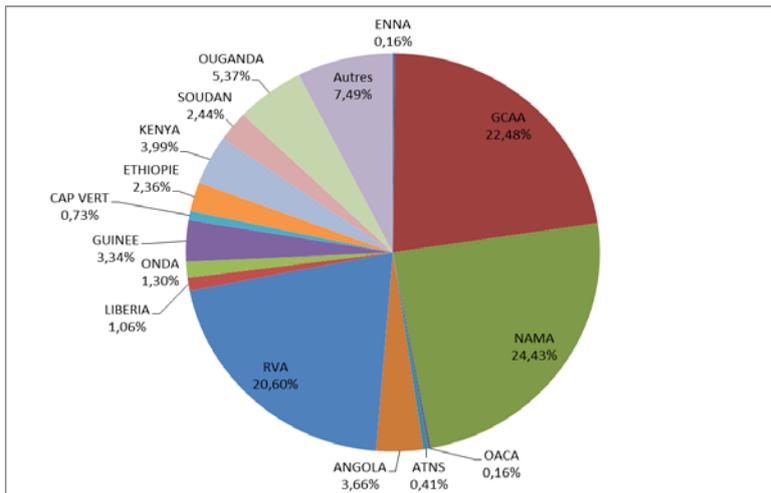
	2013	2014	2015
Number of flights	178619	305113	154881
Received	95,84%	98,82%	98,78%
Not received	4,16%	1,18%	1,22%

The improvement of flight plans availability is the result of the implementation of mitigation measures including the establishment of collective addresses for the delivery of flight plans messages in various FIRs (AIC N° 02/ A/13FC , 07 February, 2013 and N ° 03/A/13GO, February 08, 2013).

2.2 A Deep analysis reveals however that the contribution of AFI centers to the occurrence of missing flight plans is important (nearly 80 %).

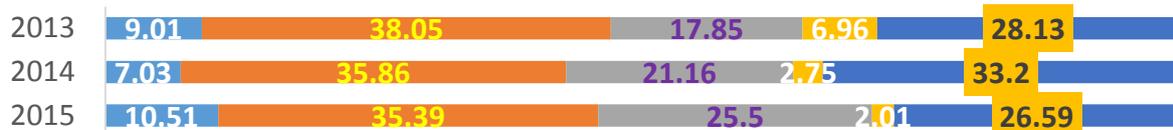
	FPL not received by continent			%
	2013	2014	2015	
Asia	313	116	76	3.96%
America	332	61	16	3.21%
Europe	802	518	295	12.66%
Oceania	4	1	0	0.04%
Africa	5 728	2 901	1590	80,13%
	7 179	3 597	1977	100%

2.3 The distribution of missing flight plans by origin center or ANSP for the AFI region is as below:



2.4 Similarly, the distribution of missing flight plans based on airlines is as follows :

Missing flight plan distribution per airline companies



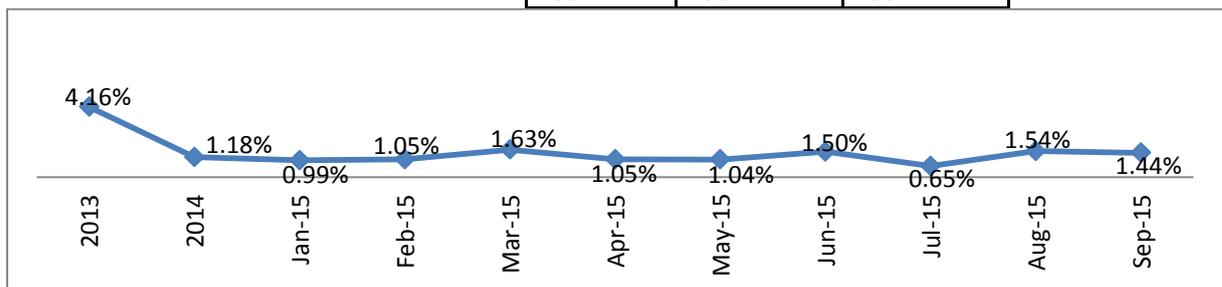
2.5 The analysis of the results of the surveys highlighted the following causes in this case in missing flight plans. This includes among others:

- the omission of the AFTN addresses of certain air navigation service providers in charge of air traffic control;
- the wrong programming of the routing tables or lack of knowledge of procedures for delivery;
- technical problems, including issues of links ;

2.6 In order to improving the availability of flight plans, ASECNA has implemented mitigation measures, including setting up addresses collective for the message routing flight in the various FIRs (AIC N ° A-02-13FC of February 07, 2013 and N ° A-03-13GO of February 08, 2013), the strengthening of the coordination with the centers concerned by missing FPL plans issues.

The table and graph below indicate the impact of these measures from 2013 to 2015, on the improvement of the availability of the FPL

Causes	Rate (%) distribution by year		
	2013	2014	2015
Omission recipient	77	61.41	63,43
Unused collective address		26.49	9.04
PB technical and operational	5	8.15	7.65
Other	18	3.95	19,88
	100	100	100



3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- Take note of the information and the methodology implemented by ASECNA to mitigate the missing flight plans;
- Request to ICAO, ANSP and IATA to continue to sensitize the stakeholders for the use of collective addresses of ASECNA to reduce missing flight plans;
- Take any necessary action to AFI level (workshop, Task Force...) to analyze deeply and find a definitive solution to the problem of missing flight plans.

Appendix I

Title: Procedure for collection, analysis and processing of missing flight plans

1. Object

1.1 The object of this procedure is to identify missing flight plans, examine, analyze the causes and propose corrective measures to overcome this problem.

2. Purpose

2.1. The issue of missing flight plans is being considered since a long time and several initiatives have been undertaken by ANSP and/or States in order to tackle this problem. A consolidated global procedure is necessary to properly improve globally the availability of the flight plans at regional and inter-regional level.

2.2. This procedure aims to provide provision which implementation will allow to mitigate and /or to minimize the impact of missing flight plans on the safety of the air navigation. It describes the approach to be followed by the various involved actors, for the monitoring missing flight plans.

2.3. It specifies the actions to be taken in a timely manner and the responsibility of all stakeholders in the collection and management of data on missing flight plans. It aims to reduce to an acceptable level the proportion of missing flight plans.

2.4. The dispositions of this procedure shall be applied from the date of its signature.

3. Scope

The implementation of this procedure will involve several entities from the ANSP, including Aerodrome (Local) control Unit, (En) Route control unit, Telecommunications Operations Unit, AIM Unit (Flight plan Processing Unit)

4. Definitions

4.1. Missing flight plan: a flight plan is considered missing when it is not received by the Units involved in air traffic management, or on the AFTN terminal or on the support of any other approved system of air traffic management.

4.2. Flight Plan Working Group (FPWG): a group whose role is to monitor and propose measures to mitigate the problem of missing flight plans. Its composition includes:

- Aerodrome control;
- En-route control;

- ATC, local training, AIM, Telecommunications Operations; units
- Air Traffic Controller.

The sessions of the Working Group shall be chaired by the En-route control Manager or the aerodrome Manager

5. Collection of missing flight plans information

5.1. The Head Unit ATC identifies and indicates by distinctive memo mentions in the section "Miscellaneous" or reverse of strips, to distinguish flights whose flight plans are either received, missing or received with a delay.

5.2. Then Air Traffic controllers on duty will note, clearly, these distinctive mentions in the strip during their service.

5.3. The distinctive mentions may be

- « R » : for flights whose flight plans were received ;
- « D » : for flights whose flight plans were received with delay
- « N »: for flights whose flight plans were not received.

5.4. The of head Unit of ATC will collect daily the data on flight plans and fill a file of Excel designed for this purpose (see Annex).

5.5. AIM staff collects data on arrivals for flight plans not received and will fill each day, the file of Excel designed for this purpose.

5.6. The data collected by AIM or ATC units and AC can be compared in order to detect anomalies at least for flight on arrival.

5.7. In case of doubt on the recorded data, investigations will be conducted in collaboration with the Telecommunications Operation Unit.

5.8. Investigation will be conducted in coordination with the Operation of Telecommunications unit to define the hours of receipt of the plans received with delays.

5.9. Investigation will be conducted in coordination with the Telecommunications Operation unit to determine the plans received by the center but not addressed to the concerned control organism.

6. Analysis and processing of the missing flight plan

6.1. The file containing information on missing flight plans will be finalized at the latest 2nd of the following month by the head of ATC unit and transmitted to the en-route control Manager or to the aerodrome Manager.

6.2. The en-route control Manager or to the aerodrome Manager, from the Excel file, extract all relevant information that can be used to analyze and identify the various causes of the missing flight plans, including.

- percentage of missing flight plans by type of traffic (arrivals over flight);
- the missing flight plans by departure aerodrome(ANSP), airlines...
- Percentage of flight plans received by the center but not routed correctly to the relevant organism, by origin, by airline.
- any other relevant ratio for analysis.

6.3. The en-route control Manager or to the aerodrome Manager convene the Flight Plan Working Group no later than 4th of the month to analyze and interpret the various results and ratios and provide corrective actions to mitigate the problem of missing flight plans.

6.4. The results of the Flight Plan Working Group will be forwarded to Headquarter no later than the 5th of the month by the en-route control or aerodrome Manager, for the appropriate actions.

6.5. The Flight Plan Working Group should follow the status of implementation of previous corrective actions and results of their application. Highlights should be reported in the report of the working group.

7. Implementation of the correctives action

The corrective actions will be implemented as soon as possible taking in account

- Coordination between relevant centers
- Coordination with the entities in charges of flight plan processing
- Coordination between ANSP
- Coordination with IATA or Airlines

