



**Twenty First Meeting of the Africa-Indian Ocean Planning and Implementation Regional Group
(APIRG/21)
(Nairobi, Kenya, 9 – 11 October 2017)**

Agenda Item 3: Performance Framework for Regional Air Navigation Planning and Implementation

PERFORMANCE FRAMEWORK FOR REGIONAL AIR NAVIGATION PLANNING AND IMPLEMENTATION

Missing flight plan

(Presented by ASECNA)

SUMMARY	
This paper provides an update on the missing flight plans with regard to the mitigation measures implemented at the ASECNA centers.	
<i>Strategic Objectives</i>	This Working Paper is related to Strategic Objectives: A, B & E
References	Conclusion 20/07 APIRG / 20: Consideration of missing flight plans Conclusion 18/17 APIRG / 18: Question of missing flight plans Conclusion 19/23 APIRG / 19: Solving the problem of missing flight plans

1. INTRODUCTION

1.1 Despite encouraging improvements as a result of initiatives undertaken by various air navigation service providers, the APIRG / 20 meeting noted that most of the missing flight plan issues relate to operational aspects rather than equipment deficiencies or infrastructure.

1.2 To remedy this deficiency, ASECNA has put in place corrective and improvement measures to significantly reduce the loss of flight plans.

2. DISCUSSIONS

2.1. Finding

The investigations carried out in each ASECNA center by a multidisciplinary local team revealed the following main causes in the occurrence in missing flight plans. These include:

- A lack of awareness of the organization of ASECNA airspace by some users;
- The omission of AFTN addresses from some air traffic control agencies;
- Non-use of FPL collective addresses by operators;
- Incorrect programming of routing tables or lack of knowledge of routing procedures, including redirection and restoration delays in the event of circuit unavailability;
- Technical problems, including link problems (unstable operation of some circuits);
- Failure to follow message routing procedures.

2.2. Correction/mitigation

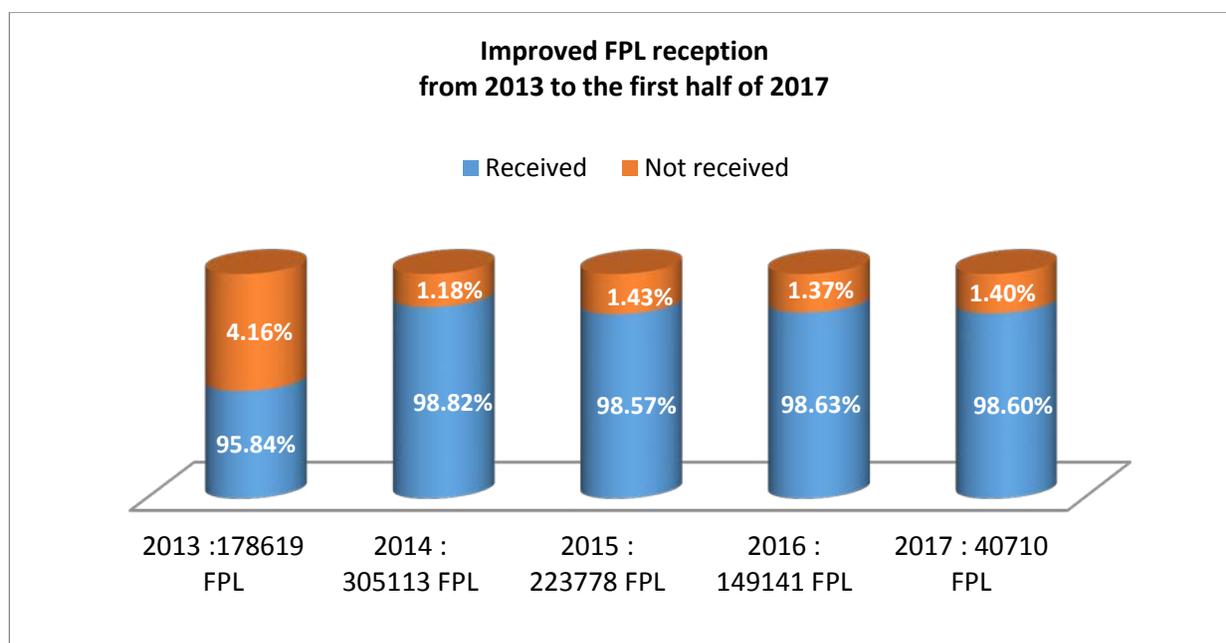
Two priority actions have been put in place:

- Collective addresses for the routing of flight plan messages in the various FIRs;
- The establishment of a procedure for the collection, monitoring and analysis of flight plans;
- Monthly data collection of missing flight plans and diligence in treatment in coordination with the ASECNA or non-ASECNA centers.

2.3. Results

2.3.1. The data for the period 2013 to July 2017 are shown in the table below:

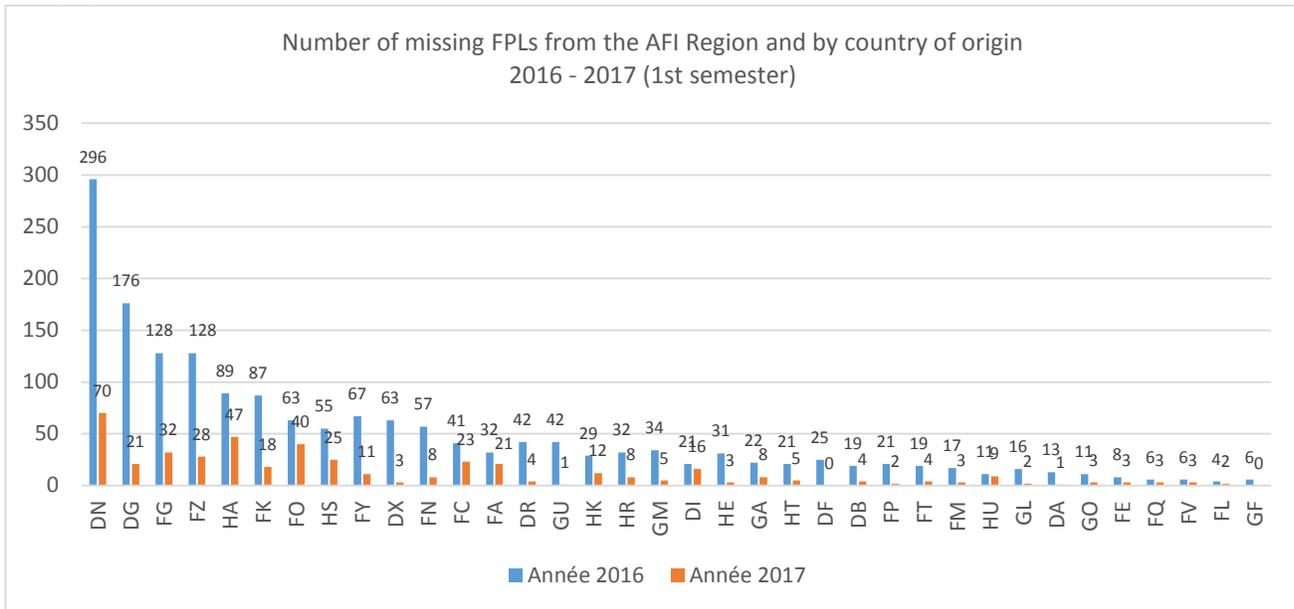
	2013	2014	2015	2016	2017	Average
Number of flights processed	178 619	305 113	223 778	149 141	40 710	179 472
FPL Received	95,84%	98,82%	98,57%	98,63%	98,60%	98,66%
FPL Not received	4,16%	1,18%	1,43%	1,37%	1,40%	1,91%



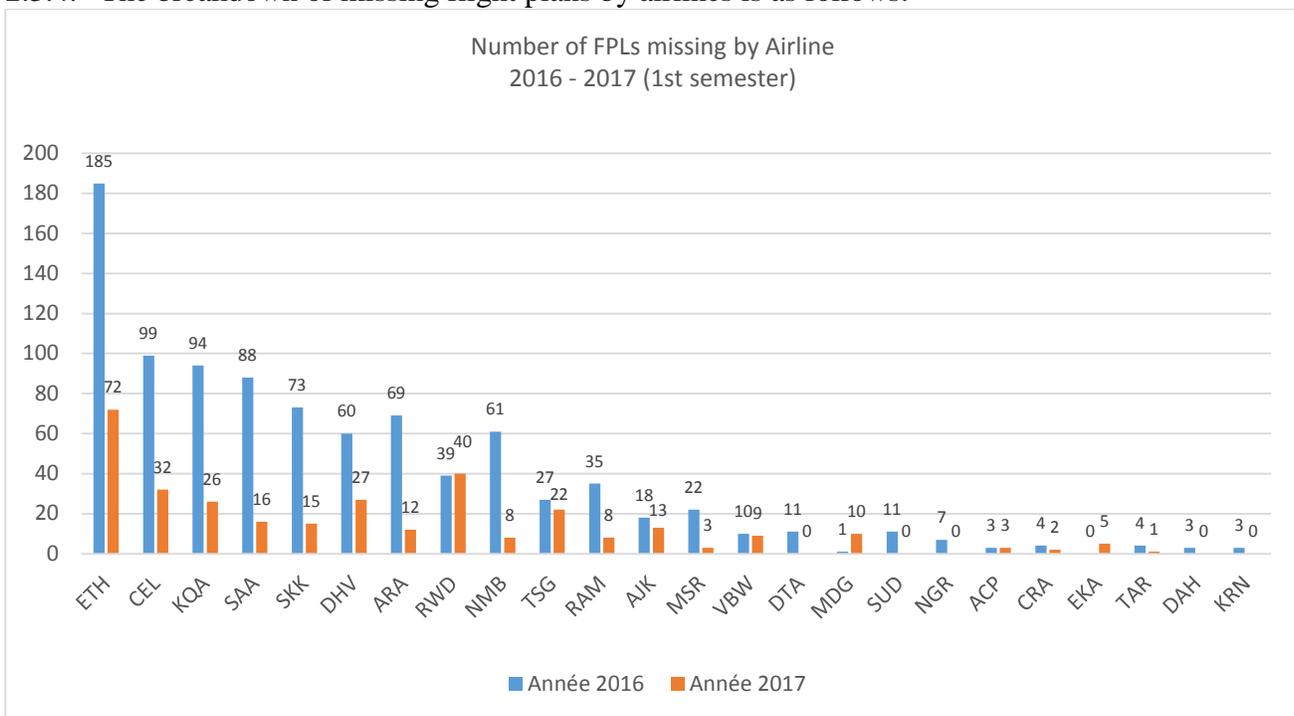
2.3.2. The analysis by FPL collection regions shows a major contribution by AFI centers to the occurrence of missing flight plans for more than 80%

Région	FPL not received by continent					% Moy
	2013	2014	2015	2016	2017	
Asie	313	116	76	61	40	3,94%
Amérique	332	61	16	38	15	3,01%
Europe	802	518	295	186	56	12,08%
Océanie	4	1	0	4	1	0,07%
Afrique	5 728	2 901	1590	1757	459	80,89%
Total	7 179	3 597	1977	2048	571	100%

2.3.3. The breakdown of missing flight plans by center of origin or ANSP for the AFI region is as follows:



2.3.4. The breakdown of missing flight plans by airlines is as follows:



3. ACTION BY THE MEETING

The meeting is invited to:

- Take note of the information contained in this working paper and appreciate the efforts made to reduce the losses related to the flight plan;
- Recommend the use of collective addresses to convey FPLs to reduce the risk of loss.