



FOLLOW UP TO THE IMPLEMENTATION OF AMENDMENT 1 PANS-ATM

(Presented by Cuba))

SUMMARY

This Working Paper refers to the difficulties created with the repeated flight plans sent, and the errors in the field 15 in the automated Systems of the air traffic control units with the actual format, that will remain during the process of implementation of the New Format of Flight Plan accordingly with the Amendment 1 to the Procedures for the air navigation services – Air Traffic Management, 15th Edition (PANS-ATM, Doc. 4444) in case they were not eliminated

References:

- Procedures for the air navigation services – Air Traffic Management, 15th Edition (PANS-ATM, Doc. 4444)
- AN 13/2.1-09/9 Guidelines for the incorporation of the flight plan in accordance with the Amendment No. 1 of the Procedures for the air navigation services – Air Traffic Management, 15th Edition (PANS-ATM, Doc. 4444)
- AN 13/2.1-08/50 Approve of the Amendment No. 1 to the PANS – ATM.

*Strategic
Objectives*

*This working paper is related to Strategic Objectives
A and D.*

1. Introduction

1.1 The State Letter AN 13/2.1-08/50 dated on June 2008 amending the 15th edition of the PANS-ATM, Doc. 4444. Since that moment, the Cuban Institute of Civil Aviation (IACC) began to adopt the appropriated measures in order to grant the compliment of that objective. The Conclusion 15/35 adopted in GREPECAS/15, the AN 13/2.1-09/9 Guidelines for the incorporation of the flight plan in accordance with the Amendment No. 1, as well as other documents were utilized as a guide to carry out of the work.

1.2 After an analysis done by the aviation authority (IACC) and by the air navigation service provider (ANSP), a group of measures are adopting to minimize the risks and impacts that could cause mistakes in the field 15 and an excessive repetition of the flight plans, either by air operators as by those units related with the processing of the flight plans

2. Discussion

2.1 During the analysis and studies carried out by the Task Force for the New Format of Flight Plan in IACC by the ANSP, it was detected that there are two main problems that cause difficulties in the handling and process by the automated systems, that are:

2.1.1 Transmissions of several flight plans associated to the same aircraft and flight identification, with differences between those sent by operators and those retransmitted or processed by the automated systems of the ANSP, that cause a rejection by the automated system of our centre.

2.1.2 There are flight plans associated to the same aircraft and flight identification, where the first differs from the others, not knowing which is correct, because not exist a cancelation or modification message after the message.

2.1.3 All above mentioned overload the systems and cause difficulties in handling the flight plans in the administration stations of FPDS.

2.1.4 The flight plans sent to our center with errors in route described in the field 15, has created difficulties with the logic rejection of the flight plans messages, as well as some problems in the implementation of the CPL-LAM in Havana ACC. If the transmission of messages with errors continues doing so, the problems will appear with the same difficulties when the new format is implemented, because this field is not modified when the amendment enters in force. Because of that, the messages will be rejected.

2.2 The problems described above require of joint efforts to solve then because they affect to all of us in one or other way.

3. Suggested Action

3.1 The meeting is invited to take note the information contained in this working paper.

- a) to establish procedures and appropriated measures to eliminate at the maximum the repetition of the same ICAO flight by different units and organizations
- b) to establish procedures and appropriated measures to eliminate at the maximum the errors in the field 15 of the flight plans; and
- c) that, in the necessity of amends the error or modifies the information of the ICAO flight plan message, be apply the Procedures for the air navigation services – Air Traffic Management, 15th Edition (PANS-ATM, Doc. 4444), Chapter 11, paragraph 11.4.2.