



Agenda Item 5: Air Navigation Matters

5.1 Review of the implementation of the RPBANIP, the new NAM/CAR ANI/WG, Results of the Twelfth Air Navigation Conference (AN-Conf/12), the Global Air Navigation Plan (GANP), implementation of Aviation System Block Upgrades (ASBUs) and impact on regional plans

**POST-IMPLEMENTATION MONITORING OF THE NEW ICAO MODEL FLIGHT PLAN
FORMAT**

(Presented by Cuba)

SUMMARY	
This paper describes the Cuban concerns on the follow-up to the New ICAO Model Flight Plan Format after its implementation, and a brief description of the identified problems.	
References:	
<ul style="list-style-type: none">• AN 13/2.1-08/50, Approval of Amendment 1 to the PANS-ATM• <i>Procedures for air navigation services, Air Traffic Management</i> (PANS-ATM Doc.4444).• Conclusion NACC/WG 3/3 <i>Actions to avoid errors, missing and duplication of flight plans</i>	
Strategic Objective	<i>This working paper is related to Strategic Objective: A. Safety – Enhance global civil aviation safety</i>

1. Introduction

1.1 Subsequent to State Letter AN 13/2.1-08/50 dated June 2008 amending the 15th edition of the PANS-ATM, Doc 4444, the Region adopted the appropriate measures to ensure the implementation of the changes for the new ICAO model flight plan format, complying with what was established in its timetable and achieving the proposed objective, on the agreed time and date.

1.2 With a view to this implementation and in order to avoid errors, loss and duplication of flight plans, ICAO assisted States with the development of the following actions:

- 1) training programme by the involved bodies and units, mainly by the air traffic controllers, personnel from the ARO offices and airline operators;
- 2) development, dissemination and follow-up of the implementation through the AICs related to the actions to apply Amendment 1;
- 3) activities and coordination meetings with the air navigation services provider, and this provider with others ANSPs, to monitor the system performance and evaluate the flight plans and associated messages management; and
- 4) improvement in the pre and post implementation of the system by the ANSP entities, among others.

2. Discussion

2.1 In spite of the adopted measures and the accomplished actions, duplicate messages and messages with errors still continue to be received by Cuba's automated system, which motivates rejection to the field flight plan.

2.2 The statistical data of the monitoring made by Cuba corresponding to an average day of flight plans and their rejection messages management, four months after the implementation of the new format are shown below:

Total flight plans messages received: 1062					
	North America	Europe	Central America and Caribbean	South America	
2	Subtotal received flight plans:	583 (55%)	79 (7%)	243 (23%)	157 (15%)
Total rejected flight plans: 353 (33%)					
	North America	Europe	Central America and Caribbean	South America	
4	Rejected for being duplicated messages:	87 (60%)	9 (35%)	33 (24%)	11 (15%)
5	Rejected for being similar message:	30 (21%)	6 (23%)	53 (42%)	37 (52%)
6	Rejected for having errors:	28 (19%)	11 (42%)	24 (34%)	23 (33%)
7	Subtotal rejected flight plans:	145 (41%)	26 (7,4%)	111 (31,4%)	71 (20,1%)

2.3 The statistics of an average day demonstrate that:

- 93% of the total FPL that are received by the Cuban automated system comes from the NAM/CAR/SAM Regions;
- approximately the same percentage of the incoming messages coming from these Regions are rejected, 41% from NAM, 31% from CAR and 20% from SAM, and
- 25% of all the rejected messages by the system are caused by errors.

3. Conclusions

3.1 There are problems in our Regions related with lack of compliance of what is established in the *Procedures for air navigation services, air traffic management (PANS-ATM Doc.4444)*, Chapter 11, 11.4 and Appendixes 2 (Flight Plan) and 3 (Messages of the air traffic services), which demonstrates that the outcomes implementation of the actions agreed on Conclusion NACC/WG 3/3 related to the actions to avoid errors, missing and duplication of flight plans have not been totally effective, which text is presented in the **Appendix** to this paper.

3.2 Cuba expresses its concerns regarding continuous duplicate messages and errors that are still occurring while filing and handling flight plans. In addition, this prevents the correct functioning of the automated systems and exchange of CPL among those FIRs who have already implemented it, resulting in irregularities in the air traffic flow handling and the increase of actions that overload the controllers work within the sectors. Therefore, it is necessary to insist in adopting measures that improve this issue within the Region.

4. Suggested Action

4.1 The Meeting is invited to:

- a) take note of the content of this paper, and
- b) urge the new ANI/WG, together with ICAO Secretariat and users, to follow-up on the mitigation/solutions measures proposed in Conclusion NACC/WG 3/3 and others as required to monitor and follow-up on the strict compliance with the new ICAO model flight plan format.

APPENDIX

Text of Conclusion NACC/WG 3/3

**Reference: Appendix to Agenda Item 4 of the Report of the NACC/DCA/4 Meeting
San Pedro Sula, Honduras, 20 to 24 June 2011**

**NACC/WG
CONCLUSION 3/3**

**ACTIONS TO AVOID ERRORS, MISSING AND DUPLICATION
OF FLIGHT PLANS**

That NAM/CAR States/Territories and COCESNA implement the following actions to avoid errors, missing and duplication of flight plans:

- a) publish in the AIP the corresponding procedures in accordance with ICAO SARPs for the coordination, validity and update of changes in flight plans by **31 December 2011**;
- b) update domestic provisions on flight plan message transmission in accordance with ICAO Doc 4444 and the CAR/SAM Interface Control Document (ICD) for data communications between ATS units, approved by GREPECAS, by **31 December 2011**;
- c) publish the appropriate address in the AIP for the flight plan transmission by **31 December 2011**;
- d) update letters of agreement (LOAs) between adjacent ATS units for flights that operate from one FIR to an adjacent FIR by **31 May 2012**;
- e) provide the appropriate training so ATC personnel can provide the ATC clearances according to ICAO Doc 4444, PANS-ATM by **31 May 2012**;
- f) coordinate with operators to ensure the timely coordination for data changes and validity of a specific flight plan by **31 December 2011**;
- g) encourage that dispatch offices have a sufficient number of qualified experts for proper flight plan coordination and follow-up by **30 September 2012**;
- h) consider the implementation of electronic applications for the pre-departure clearance (PDC) by **30 September 2012**, as necessary; and
- i) provide the ICAO NACC Regional Office the implementation progress report of the previous actions by **31 May 2012**.

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