



INTERNATIONAL CIVIL AVIATION ORGANIZATION

WESTERN AND CENTRAL AFRICA OFFICE

Twenty-Third Meeting on the Improvement of Air Traffic Services over the South Atlantic (SAT/24)

Luanda, Angola, 5-7 June 2019

Agenda Item 4: Communication Navigation Surveillance

4.2 Review of the performance of SAT CNS Infrastructure and systems

Missing Flight Plan

(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 2018 and first quarter 2019.
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 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. We received only for Santa Maria FIR (second quarter 2018), Lisboa FIR (two last quarter 2018). SAL informed us by mail that Sal ACC have no record of missing of plan to report.

2.1.2. The data for the period 2018 to April 2019 are shown in the table below.

Location	Name	Total Traffic			Received		Number		
		2018	1st Q. 2019	Total	Number	rate	Delay	With wrong address	Not received
LPOO	Santa Maria FIR	36882		36882	36572	99,16%	34	239	37
LPPC	Lisboa FIR	327721		327721	321886	98,22%	92	5702	41
GOOY	Dakar FIR	55 803		55 803	55 776	99,95%			27
DIAP	Abidjan ACC	11 464	4104	15 568	15 366	98,70%			202
GQNO	Nouakchott ACC	28 792		28 792	28 772	99,93%			20
Total/average				464766			126	5941	327
rate							1,97%	92,92%	5,11%

2.2. Analysis

2.2.1 Missing Flight Plan by area and by origin center

From Area	Total Nbre	LPPC			LPOO			GOOO		
		Nbre	Rate	Origin Centres	Nbre	Rate	Origin Centres	Nbre	Rate	Origin Centres
S	55	37	67,27%	SCEL(19); SBGL(4); SBSG(3); SAEZ=SBRF=SBGR(2); SBKP=SBNT=BSV=SCEC = SPJC(1)	8	14,55%	SCPJ=SVMI (3); SCEL=SKBO(1)	7	12,73%	SBKP(3); SAEZ=SBCE=SBFZ=SBGR(1)
L	26	3	11,54%	LPAZ(2); LEIMD(1)	3	11,54%	LEBL(2); LEIMD(1)	13	50,00%	LPPT(12); LEIMD(1)
M	8		0,00%		5	62,50%	MDPC=MMMX=MMTO=MMUN =MUHG(1)	1	12,50%	MUHA(1)
K	22		0,00%		11	50,00%	KBOS=KIAD(2); KATL=KBAD=KCLT=KJFK=KLAX= KMIA=KWRI(1)		0,00%	
H	16		0,00%			0,00%			0,00%	
D	55		0,00%		2	3,64%	DGAA(2)	4	7,27%	DIAP(3); DXXX(1)
G	106	1	0,94%	GMMX(1)	1	0,94%	GCTS(1)	7	6,60%	GLRB(2); GFL=GGBU=GMMN=GOSM= GUCY(1)
F	30		0,00%			0,00%		2	6,67%	FAOR=FGSL(1)
T	3		0,00%		3	100,00%	TXKF(3)		0,00%	
E	8		0,00%		1	12,50%	EICK(1)	5	62,50%	EDDF=EGLL(2); EHAM(1)
C	3		0,00%		3	100,00%	CYYT(3)		0,00%	

From Area	GQNO			DIII		
	Nbre	Rate	Origin Centres	Nbre	Rate	Origin Centres
S	3	5,45%	SAEZ(2); SBPA(1)		0,00%	
L	7	26,92%	LSZH(4); LEMJ=LFPG=LPMT(1)		0,00%	
M		0,00%		2	25,00%	MUHA=MYNN (1)
K	1	4,55%	KATL(1)	10	45,45%	KEWR(10)
H		0,00%		16	100,00%	HKJK(13); HAAB(3)
D	1	1,82%	DGAA(1)	48	87,27%	DNMM(12); DGAA(9); DRRN(5); DFFD=DFOO(4); DBBB=DXXX(3); DNMM=DNA=DNPO(2); DGAA=DNJA(1)
G	5	4,72%	GABS=GCLP=GMMN=GOBD= GUCY(1)	92	86,79%	GUCY(55);GLRB(14);GOBD(8); GABS(6);GFLL=GVNP(2); GATB=GBYD=GLMR=GOOY= GVAC(1)
F	1	3,33%	FNLB(1)	27	90,00%	FCPP(7); FOOL(6); FZAA(5);FKYS(3);FKKD= FVHA(2); FGSL=FPST(1)
T		0,00%			0,00%	
E	2	25,00%	EBBR=EDDM(1)		0,00%	
C		0,00%			0,00%	

2.2.2 Missing Flight Plan by airlines

Operator	GQNO	GOOO	DIII	LPPO	LPCC	Total
VRE	0	3	94	0	0	97
ETH	0	1	35	0	0	36
LAN	0	0	0	1	19	20
KQA	0	1	17	0	0	18
AZU	0	11	0	0	1	12
TAP	0	3	1	1	5	10
SIV	0	0	8	0	0	8
MIL/GAT	0	0	0	7	0	7
SKK	0	2	2	0	0	4
VBW	0	0	4	0	0	4
CST	3	0	0	0	0	3
HBJ	3	0	0	0	0	3
TAM	0	1	0	0	2	3
7TV	2	0	0	0	0	2

AFR	0	0	0	0	2	2
ARG	0	0	0	0	2	2
BAW	0	2	0	0	0	2
DAH	0	0	2	0	0	2
DAL	0	1	0	1	0	2
DLH	0	2	0	0	0	2
DTA	0	1	1	0	0	2
EIN	0	0	0	2	0	2
JMS	0	2	0	0	0	2
KLM	0	2	0	0	0	2
LPE	0	0	0	1	1	2
NAF	0	0	2	0	0	2
PPJ	0	1	0	0	1	2
PRP	0	0	0	0	2	2
SAA	0	0	0	2	0	2
ZSP	0	0	2	0	0	2
3CO	0	1	0	0	0	1
5NB	0	0	1	0	0	1
5NF	0	0	1	0	0	1
5VM	0	0	1	0	0	1
9GA	0	0	1	0	0	1
AAL	0	0	0	1	0	1
ADB	0	0	0	0	1	1
AEA	0	0	0	0	1	1
AFP	0	0	1	0	0	1
AFW	0	0	1	0	0	1
AME	0	0	1	0	0	1
AMX	0	0	0	1	0	1
AVA	0	0	0	1	0	1
AVO	0	0	1	0	0	1
BOV	0	1	0	0	0	1
CEL	0	0	1	0	0	1
CRC	0	0	1	0	0	1
DAN	1	0	0	0	0	1
DHB	1	0	0	0	0	1
ECL	1	0	0	0	0	1
ECM	1	0	0	0	0	1
EDW	1	0	0	0	0	1
EGY	0	0	0	1	0	1
FGS	1	0	0	0	0	1
FHM	1	0	0	0	0	1

GHF	0	0	1	0	0	1
GHN	0	0	1	0	0	1
IBE	0	0	0	1	0	1
IVY	0	0	1	0	0	1
JAV	0	0	1	0	0	1
MAI	0	0	1	0	0	1
MEV	0	0	1	0	0	1
N20	0	0	0	0	1	1
N30	0	1	0	0	0	1
N46	0	0	1	0	0	1
N62	0	0	1	0	0	1
N68	1	0	0	0	0	1
N76	0	0	1	0	0	1
N80	0	0	0	0	1	1
N85	1	0	0	0	0	1
N92	0	0	1	0	0	1
OMJ	1	0	0	0	0	1
OOS	1	0	0	0	0	1
P45	0	0	1	0	0	1
PLM	0	0	0	0	1	1
RAM	0	1	0	0	0	1
RCH	0	0	0	1	0	1
SVW	0	0	1	0	0	1
SWR	0	1	0	0	0	1
TAR	0	0	1	0	0	1
TCV	0	0	0	1	0	1
TSG	0	0	1	0	0	1
TSI	1	0	0	0	0	1
TWD	0	0	1	0	0	1
VPC	0	1	0	0	0	1
VTJ	0	0	0	0	1	1
XLF	0	0	0	1	0	1
ZIM	0	0	1	0	0	1
ZSX	0	0	1	0	0	1

2.2.3 Wrong address

From Area	Total Nbre	LPPC			LPPO		
		Nbre	Rate	Origin Centres	Nbre	Rate	Origin Centres
S	4171	4085	97,94%	SAEZ (863); SCEL(512); SKBO (346); SPJC(260); SBRF(244); SLVR(217); SVM(215); SUMU(175); SKRG(162); SBCF(150); SKCL(139); SBSV(123); SOCA(112); SBGR(107); SBBR(92); SGAS(90); SBFZ(75); SBSG(74); SBGE(57); SBGL(27); SBKP(24); SBPL(11); SBEG(4); SABE(2); SACO=SMJP=SVMM (1)	86	2,06%	SCEL(49); SPJC(7); SKRG(6); SAEZ=SKBO=SVMI(4); SBGR(3); SEGU=SKTI(2); SBBR=SBPA=SBRF=SKCG=SOCA(1)
L	763	753	98,69%	LEMD(551); LEBL(164); LIMC(15); LIRF(11); LFPG(5); LGAV(4); LEJR=LPPR=LTFJ(1)	10	1,31%	LEMD(4); LPPD(3); LFPG=LPHR=LPLA(1)
M	502	458	91,24%	MDPC(184); MDSD(120); MUHA(87); MSLP(39); MDLY(13); MDLR(10); MDJB=MGST=MHLN=MTTP=MUVR(1)	44	8,76%	MDPC(10); MDSD(10); MUHA(6); MPTO(5); MDLR=MDPP=MKJP=MTTP=MYNN(2); MDST=MKJS=MUVR(1)
K	335	283	84,48%	KJFK(154); KATL(65); KPHL(20); KCLT(18); KMIA(16); KDFW(8); KDCA=KDOV(1)	52	15,52%	KBOS=KJFK=KMIA(8); KEWR=KPHL(3); KADW=KBGR=KCLT=KDFW=KMCO=KPSM(2); KBAD=KBDL=KBWI=KDOV=KFLI=KIAD=KNHK=KRDR=KUKF=KWRI(1)
H	36	36	100,00%	HKJK(35); HAAB(1)		0,00%	
D	10	7	70,00%	DIAP(7)	3	30,00%	DGAA=DNMM=DXXX(1)
G	22	6	27,27%	GABS=GBYD=GGOV=GMMN=GOBD=GUCY (1)	16	72,73%	GOBD(11); GCLP(2); GABS=GVAC=GVNP(1)
F	7	5	71,43%	FNLU(4); FTJ(1)	2	28,57%	FAOR(2)
T	18	5	27,78%	TFFF(2); TAPA=TBPB=TFFR(1)	13	72,22%	TBPB=TFFF=TFFR=TNCC(2); TAPA=TJBQ=TLPL=TNCB=TXKF(1)
E	3	2	66,67%	EDDL=EGKK(1)	1	33,33%	EGLL(1)
O	7		0,00%		7	100,00%	OTBH(4); OMDB(2); OTHH(1)
C	5		0,00%		5	100,00%	CYUL(3); CYQX=CYYZ(1)

2.2.4 More than 5 mn delay

From Area	Total Nbre	LPPC			LPPO		
		Nbre	Rate	Origin Centres	Nbre	Rate	Origin Centres
S	49	44	89,80%	SPJC(11); SCEL (7); SBGL(4); SAEZ(3); SKBO(4); SBKP(4); SBSG(4); SBGR(3); SEGU(1); SBRF(1); SUMU(1); SOCA(1); SBFZ(1); SBBR(1); SKRG(1)	5	10,20%	SCEL(3); SBBR=SVMI(1)
L	34	21	61,76%	LEMD(10); LPPT(3); LFPG (3); LFPO (2); LIRF=LEBL=LXGB(1)	13	38,24%	LEMD(3); LFPG=LIMC(2); LDRI=LFPO=LOWW=LSZH=LPLA=LIRF(1)
E	18	13	72,22%	EDDF(7); EHAM(3); EGLL(2); EGKK(1)	5	27,78%	EHAM(2); EDDF=EGCC=EGKK(1)
K	11	6	54,55%	KBOS(3); KJFK=KBGR(1)	5	45,45%	KJFK=KEWR=KBAB=KBIF=KIAD(1)
C	5	5	100,00%	CYUL=CYYZ(2); CYT(1)		0,00%	
D	1	1	100,00%	DNMM(1)		0,00%	
M	4	1	25,00%	MMMX(1)	3	75,00%	MDPC=MDLR=MMMX(1)
B	1	1	100,00%	BIKF(1)		0,00%	
G	3		0,00%		3	100,00%	GMMN=GCLP=GVNP(1)
Total	126	92	73,02%		34	26,98%	

2.3. Causes

2.3.1 Main identified causes

- The misunderstanding of the organization of air space inside of certain FIR by the users and the operators flight plans;
- 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;
- Human factor like Lack of vigilance of certain FPL operator.

2.4. Solution

- Sensitization of information local staff on routing of FPL procedure;
- Diffusion of addresses specific recipient at FPL by the centers concerned with wrong address and check regularly the routing table of each center;
- 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 origin 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 agents on compliance procedures;
- Encourage the establishment of local investigation group of FPL missing;
- Encourage regular exchange of missing flight plan data between centers for investigation;
- Encourage collaboration between centers for improving the availability of operational message (e.g FPL,...) with a respectable time.

-END-