



International Civil Aviation Organization

**MIDANPIRG Communication Navigation and Surveillance
Sub-Group (CNS SG)**

Sixth Meeting
(Tehran, Iran, 9 – 11 September 2014)

Agenda Item 5: Performance Framework for CNS Implementation in the MID Region

USE OF FLIGHT PLAN “CONVERTERS” TO PROCESS THE ICAO NEW FPL

(Presented by IATA)

SUMMARY

On 15 November 2012 the standard ICAO format for airline flight plans changed. This global ICAO initiative added and/or modified several new fields in the ICAO Flight Plan to reflect current aircraft navigational and communications capabilities; facilitating enhanced service delivery. Some States in MID Region are still utilizing retrofitted flight plan converters yet negating the benefits and efficiency improvements expected by the ICAO new Flight Plan.

Action by the meeting is at paragraph 3.

1. INTRODUCTION

1.1 Amendment No. 1 to the Fifteenth Edition of the Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM, Doc 4444) become applicable on 15 November 2012, and encompassed a substantial changes to the standard ICAO flight plan.

1.2 The MID Region agreed to a transition strategy to new INFPL, which was successfully implemented in MID Region in a timely and seamless manner and with no loss of service and with no interruption to traffic flows; some States however due to time constraint have adopted a temporary solution by using converters /or support from other States to convert new flight plans to old flight plan format.

2. DISCUSSION

2.1 ICAO introduced changes to the format and codes for Flight Plan (FPL) and associated ATS messages in Amendment 1 to the Procedures for Air Navigation Services — Air Traffic Management, Fifteenth Edition (PANS-ATM, Doc 4444) with applicable date of 15 November 2012.

2.2 Some States/ANSPs use ATM systems that could not be upgraded in time to meet the ICAO New Flight Plan (INFPL) format applicable date. These States/ANSPs have used converters or signed Letters of Agreements with other States/ANSPs for changeover between OLD and NEW flight plan formats as an interim measure.

2.3 FPL2012 “Converters” provide ANSPs the ability to leave their legacy systems unchanged. The primary drive behind the ICAO New Flight Plan (INFPL) is to enable the identification of aircraft CNS capability (specifically PBN capability), that enables improved levels of ATC service for the technology capable aircraft. As a result ATC clearances are able to provide more ATM efficient flights based on the concept “Best equipped – best served”.

2.4 To justify airlines’ investment in State-of-the-art Communication/Navigation/Surveillance (CNS) equipment on board aircraft, Air Traffic services are expected to comply with the “best equipped – best served” policy. The new flight plan format provides Air Traffic Control with the specifically detailed aircraft equipment information needed to support this concept.

2.5 ATM systems using FPL2012 converters are unable to process the additional information provided by airlines and so minimal ability to provide higher levels of flight procedure efficiencies, thus limiting the benefits of the INFPL and will not serve the purpose for which the new format was introduced in particular PBN implementation.

2.6 The meeting may recall that MIDANPIRG/14 meeting agreed to the following Conclusion:

CONCLUSION 14/25: INFPL POST IMPLEMENTATION- SYSTEM UPGRADES

*That, concerned States be urged to upgrade their systems to ensure the full handling of the ICAO New Flight Plan format before **30 June 2015**.*

2.7 As a follow up to this Conclusion ICAO MID Regional Office circulated a State Letter Ref.: AN 6/2B –14/122 dated 4 May 2014 requesting concerned States to take necessary measures to upgrade their systems and provide the ICAO MID Regional Office with an update on the action(s) undertaken not later than **30 June 2014**.

2.8 One and half year elapsed since the implementation of the New ICAO Flight Plan (IFPL) and yet 46% of MID States are still using the converters.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) consider the content of this working paper;
- b) urge MID States that are still utilizing retrofitted Flight Plan converters to complete the system up-grade or replacement; and
- c) encourage ANSPs to integrate the FPL2012 PBN information/capabilities in their ATM systems to provide benefits for those PBN equipped aircraft.