Workshop on ICAO Flight Plan Provision – 2012 FPL

Dakar, 12 - 14 September 2011

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3rd Meeting of AFI Flight Plan Task Force - FPLT TF/3

Dakar, 15-16 September 2011

Amendment 1 to PANS-ATM, Doc 4444

Presented by ASECNA

SUMMARY

1 – Transition period

2 – Actions by ASECNA

3 – Recommendations

-1-
Transition period

APIRG Recommendation 6/5 RAN/AFI : **Implementation of ICAO New Model FPL Form**

✓ - APIRG/17 recalled that ICAO model FPL provisions will become applicable on

15 November 2012

1 – Transition period

15 NOVEMBER 2012

*From now on… until 15 November 2012 ANSPs must define a period called **Transition Period***

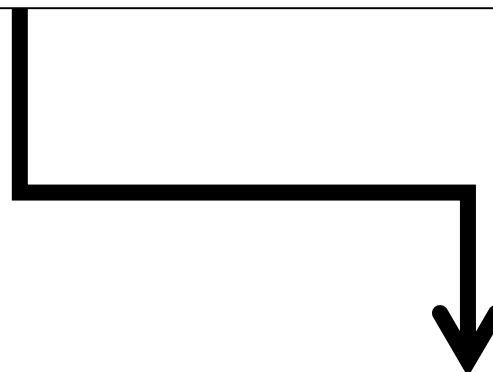*During the transition period, ANSPs systems must support both PRESENT and New FPL …*

After 15 November 2012, the PRESENT FPL process will not be used.

1 – Transition period

Any State having published specific requirements) which are now addressed by the amendment should withdraw those …

✓ - No ASECNA's States Members has published a specific requirements

1 – Transition period

Establishment of requirements in sufficient time to ensure that aircraft operators and flight plan service providers, after **15 November 2012**, use only the new flight plan indications…
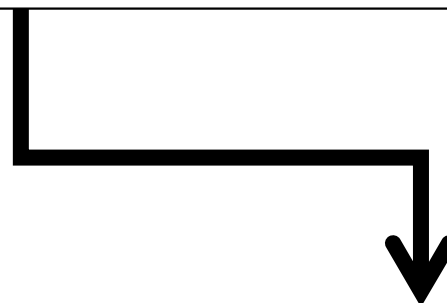
✓ - Publication of SUP AIP sufficient time before applicability date (cf Road Map)

- 2 –
Actions On Progress
by ASECNA

Operational system updating

✈ - Definition of a Transition Period :

17 June 2012 – 15 Novembre 2012.
(cf. Guidance Line 2)

During Transition Period ASECNA systems will accept both the New and PRESENT FPL processes

✈ - Publication of a AIP at AIRAC date of
17 June 2012

Sensitization and Training

✈ - Conception of « exercises » on the simulators in the ATS centres.

✈ - Implementation of a program of Air Traffic Controllers "competencies control".

✈ - Planned Workshops for Executive Local Control, AIS, Notam Bureau and Telecom.

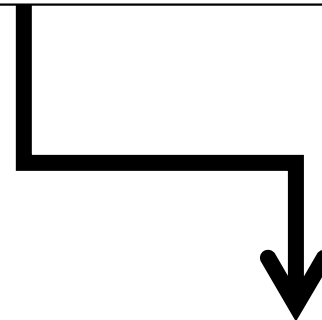✈ - Introduction of a module "ICAO New FPL" into ATCOs OJT at EAMAC.

Short Term Strategy

Arrangements to insure that the changes from the PRESENT to the new ICAO FPL form occur in a timely and seamless manner and with no loss of service

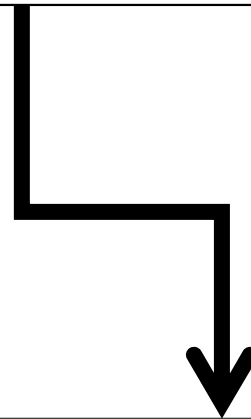*Ongoing Action in cooperation with ASECNA's States Members*

Short Term Strategy

Capabilities of local systems are fully adaptable to the changes envisaged in the new FPL form.

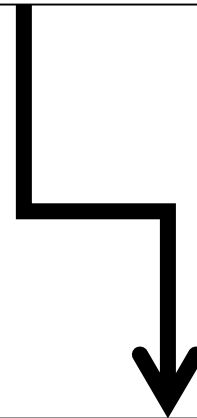*Ongoing Project with Thales ATM to update the local systems*

Short Term Strategy

Ability of FDPS's to parse information correctly to guarantee that misinterpretation of data does not occur…

Ongoing Project with Thales ATM to update the local systems

Short Term Strategy

Analysis and comparison of PRESENT and New data values…
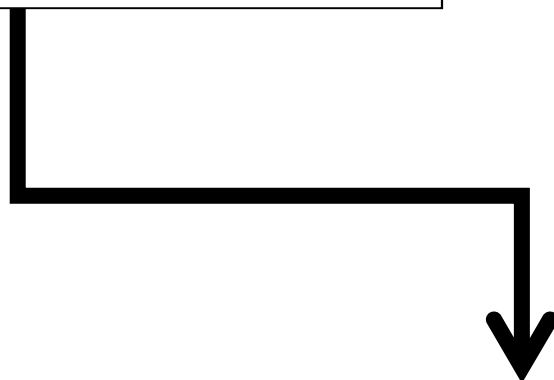
✓ - TORs given to Thales
✓ - Content of sensitization and training campaign

Short Term Strategy

inform on the implementation status to the ICAO regional offices on an ongoing basis …

✓ - Ongoing action
[New FPL focal point]

Compatibility to handle the New FPL

Three types of systems to manage the flight plans and associated messages:

- **AFTN Switch Systems**

- **AFTN Terminals**

- **FDP Systems**

Compatibility to handle the New FPL

Three types of systems to manage the flight plans and associated messages:

ATS centres equipped with AFTN Switch System

Douala, Bangui, Malabo, Libreville, Abidjan, Dakar, Brazzaville

Compatibility to handle the New FPL

Three types of systems to manage the flight plans and associated messages:

🟣 ATS centres equipped with AFTN Terminals

Antananarivo, Bamako, Cotonou, Lome, N'Djamena, Niamey, Nouakchott and Ouagadougou.

There are many other secondary centres equipped with mini AFTN terminals

Compatibility to handle the New FPL

Three types of systems to manage the flight plans and associated messages:

● ATS centres equipped with FDPS

Niamey, Abidjan, Brazzaville, Ndjamena, Antananarivo, Dakar

Note:
Brazzaville, Dakar and Niamey will be soon equipped with AMHS.

First test

Objective

Verifying that the current systems are capable to treat the New FPL, taking into account the size, the format and the associated messages.

Compatibility to handle the New FPL

Diagnostic test

Way of the test

It will be held between two AFTN stations

✓*To send a FPL message with the new format.*
✓*To check the routing between the 2 stations*

➔ *is the message correctly forwarded without being truncated?*
➔ *to do it in the two ways*
➔ *to verify the behaviour of the system.*

Compatibility to handle the New FPL

Operate a remedy

If the test is positive, so much is the better.
Otherwise, we must operate a remedy in 3 ways

Way 1 : Ask the suppliers to upgrade the system

Way 2 : Place equipments of conversion upstream to the system

Way 3 : Replace the not compatible equipments

Compatibility to handle the New FPL

FDPS (EUROCAT)

✓- Note that EUROCAT system receives the messages from the AMSS, SITA and other similar systems.

✓- Within the framework of the current contact with the supplier, EUROCAT will accept the New FPL.

Compatibility to handle the New FPL

FDPS (EUROCAT)

The introduction of this feature allows ASECNA ATS Centres systems compatible with the new Flight plan ICAO items;

Objective of the software evolution :

✓- adaptation of the ICAO new model flight plan form with the needs of aircrafts endowed with advanced COM/NAV/SUR capabilities,

✓- with the evolution of ATM automated systems specifications...

Compatibility to handle the New FPL

FDPS (EUROCAT)

1. EUROCAT system can exchange information with correspondents who will have already made or not the transition.

2. This will allow ASECNA ATS centres to manage the transition with a maximum of flexibility, with each of neighbouring ATS centres.

3. At the end of the transition period, a simple click will allow to deactivate completely the PRESENT FPL in EUROCAT system...and activate the New FPL...

FDPS (EUROCAT)

4. It will be applied to 6 EUROCAT-X centres: *Antananarivo – Ndjamena –* Dakar *– Niamey – Abidjan - Brazzaville* ...

5. and also to a Backup systems, Contingencies and Simulators...

6. This evolution follows upon the announcement of SITA announces to give up *X25 format* for data link and replace it by IP Ethernet?

FDPS (EUROCAT)

7. The evolution will be applied to the 6 centres: *Antananarivo – Ndjamena –* Dakar *– Niamey – Abidjan - Brazzaville* ...

8. *Connexion AIDC point to point* will be implemented during the implementation of the others evolutions of the system.

9. ASECNA will ensure that the availability of link with neighbouring ATS centres, then that *right human resources* are in place to make the considered changes

Period of Transition

EUROCAT
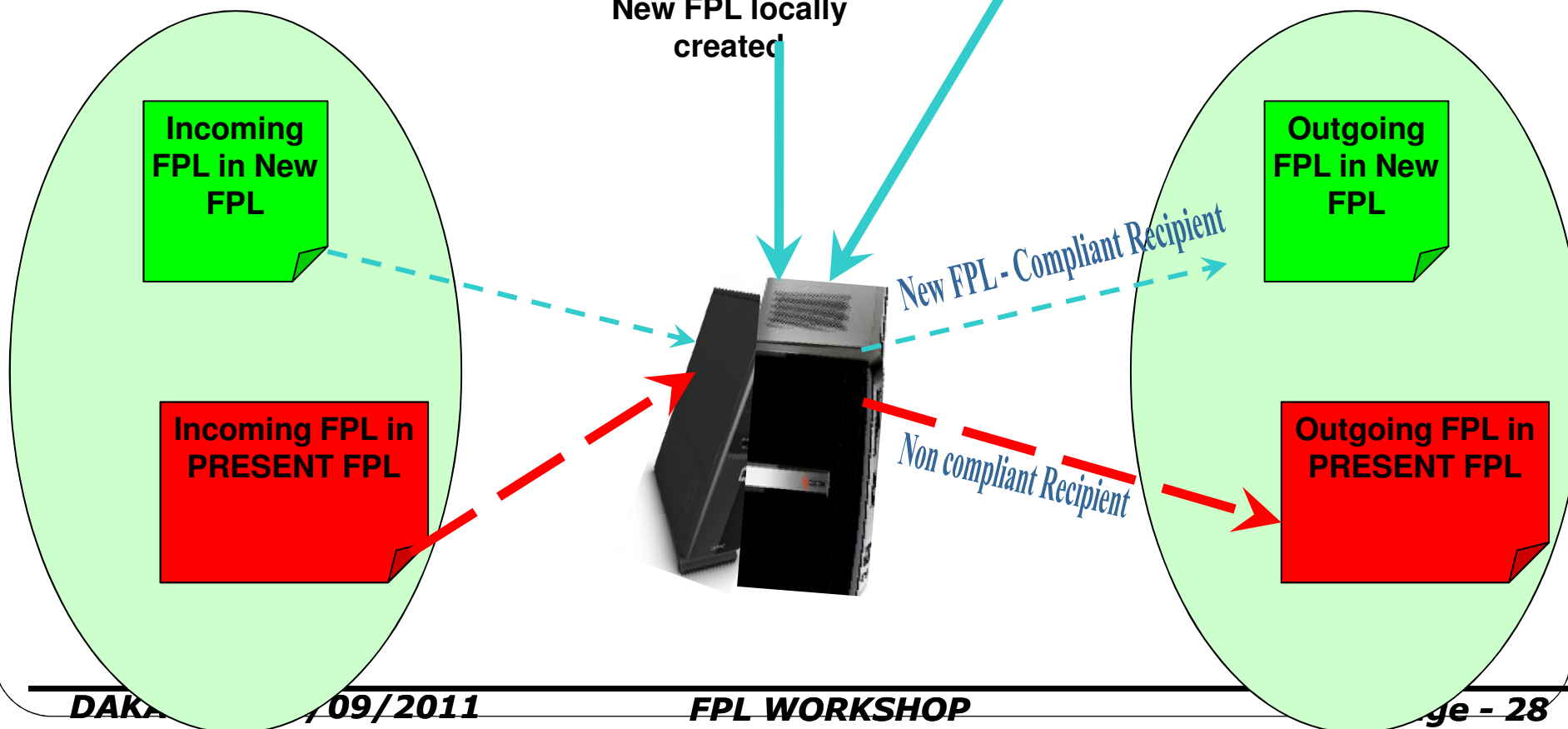**Position**

AFTN/AMHS
Terminal

New FPL locally created

Incoming FPL in New FPL

Incoming FPL in PRESENT FPL

New FPL - Compliant Recipient

Non compliant Recipient

Outgoing FPL in New FPL

Outgoing FPL in PRESENT FPL

What is expected ?

FPL received in PRESENT format is transmitted in PRESENT format as there is no conversion to NEW format. For FPL received in NEW format or locally created, output format is defined according to recipient capabilities :

a)-FPL distributed in NEW format for a recipient supporting the NEW format

What is expected ?

b)-FPL converted to PRESENT format and distributed in PRESENT format for a recipient not supporting the NEW format.

When a recipient updates its system to support NEW FPL format, configuration is updated to define that this recepient supports the NEW FPL format.

Actions	→	Period

Safety Assessment

October 2011   November 2011

Road Map to ICAO NEW FPL

Actions	Period
Software upgrading ->Capabilities to support both New and PRESENT FPL	02/11 – 10/11
Internal & External tests	October 2011

Road Map to ICAO NEW FPL

Actions	Period
Workshops : agents of INB, AIB, Local Control, Telecom	November 2011
Workshops : Aerodromes Operations Officers	November 2011

Road Map to ICAO NEW FPL

Actions	Period
Sensitization of ATS Executives	October 2011
Module New FPL into ATCOs OJT at EAMAC	October 2011

Road Map to ICAO NEW FPL

Actions	Period
Actions	**Period**
ATCOs Ability Control	May 2012
Integration of New FPL elements into simulations exercises for ATC control of proficiency	May 2012

Actions	Period

Transition Period

Publication of SUP AIP on Transition Period.	June 2012

- 3-
Recommendations
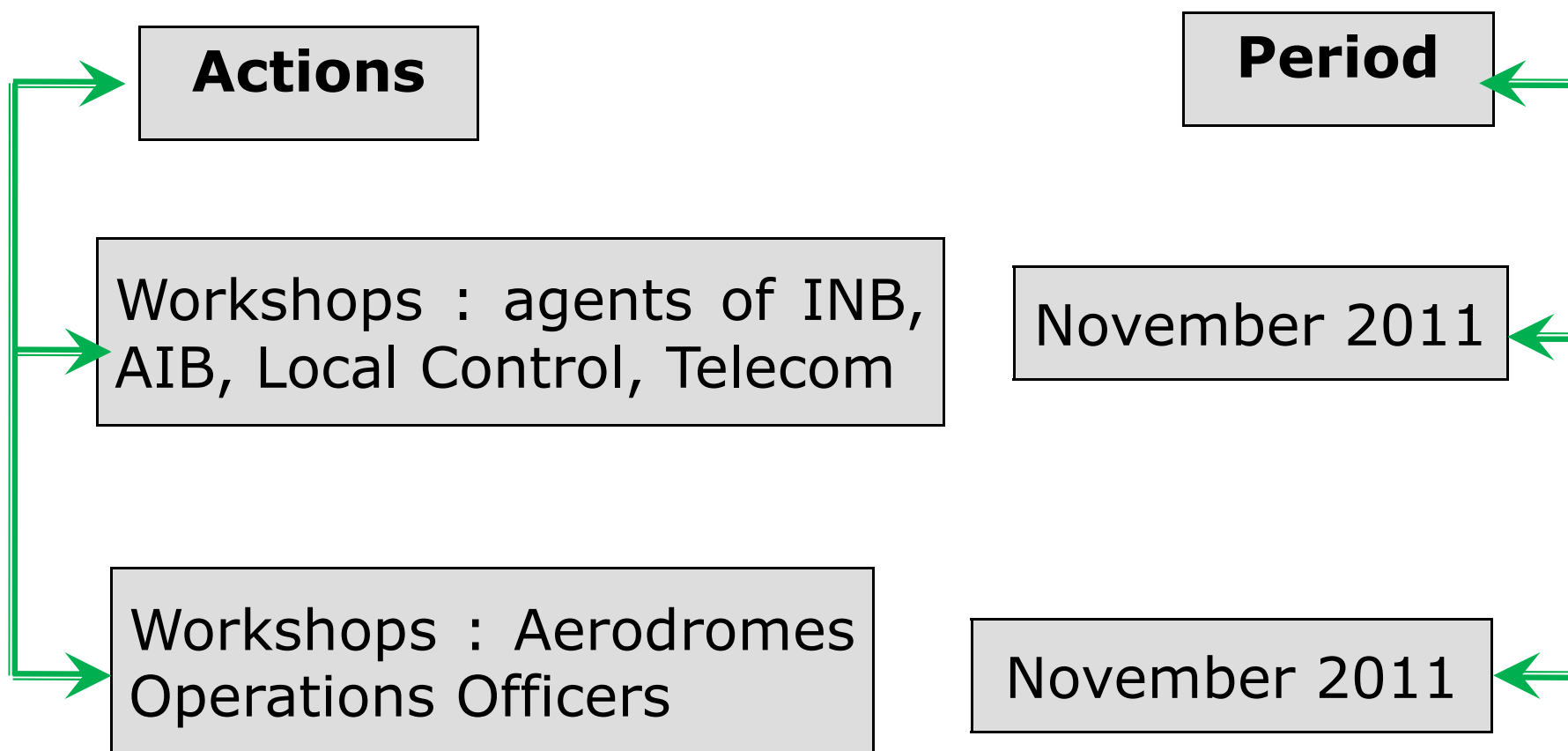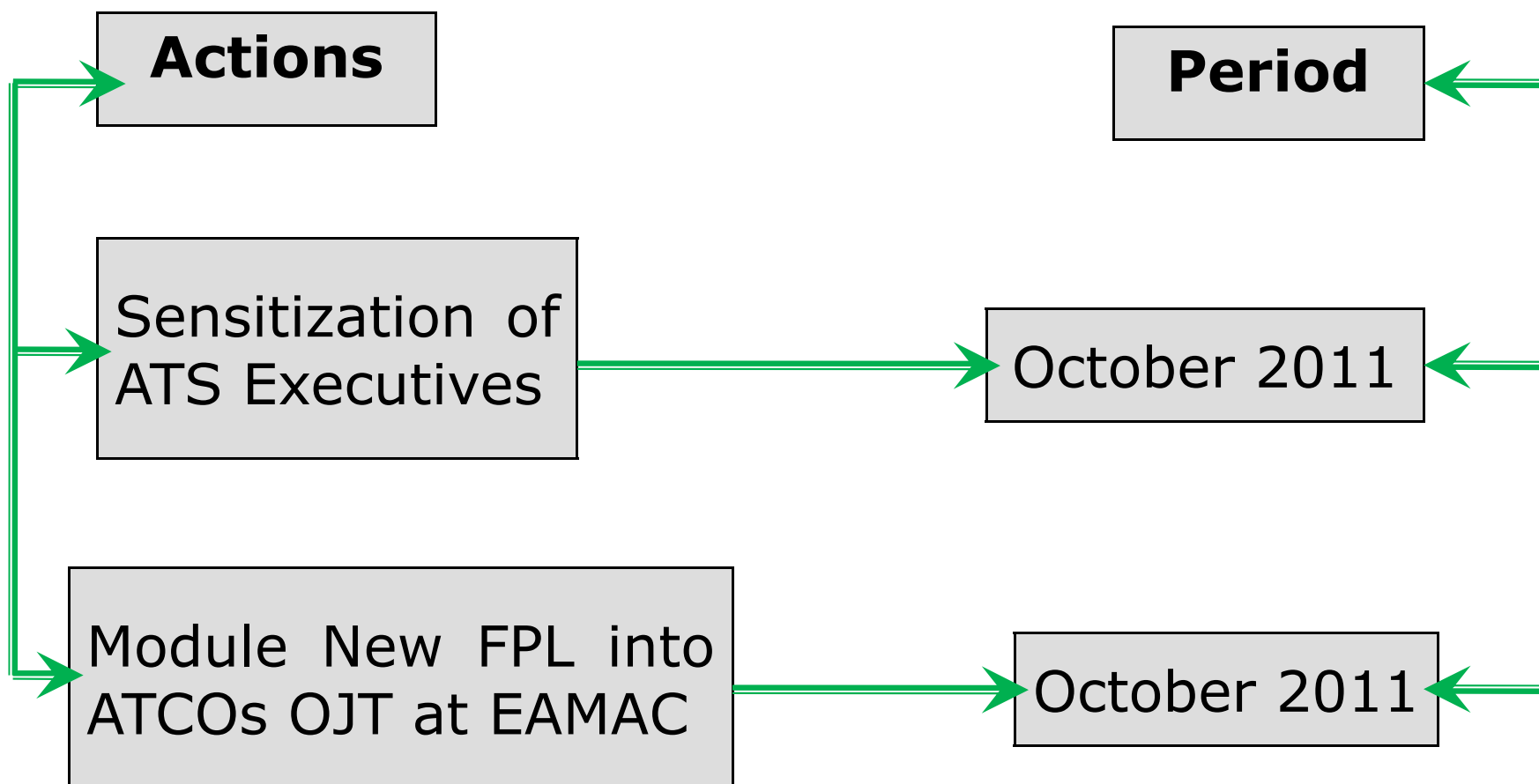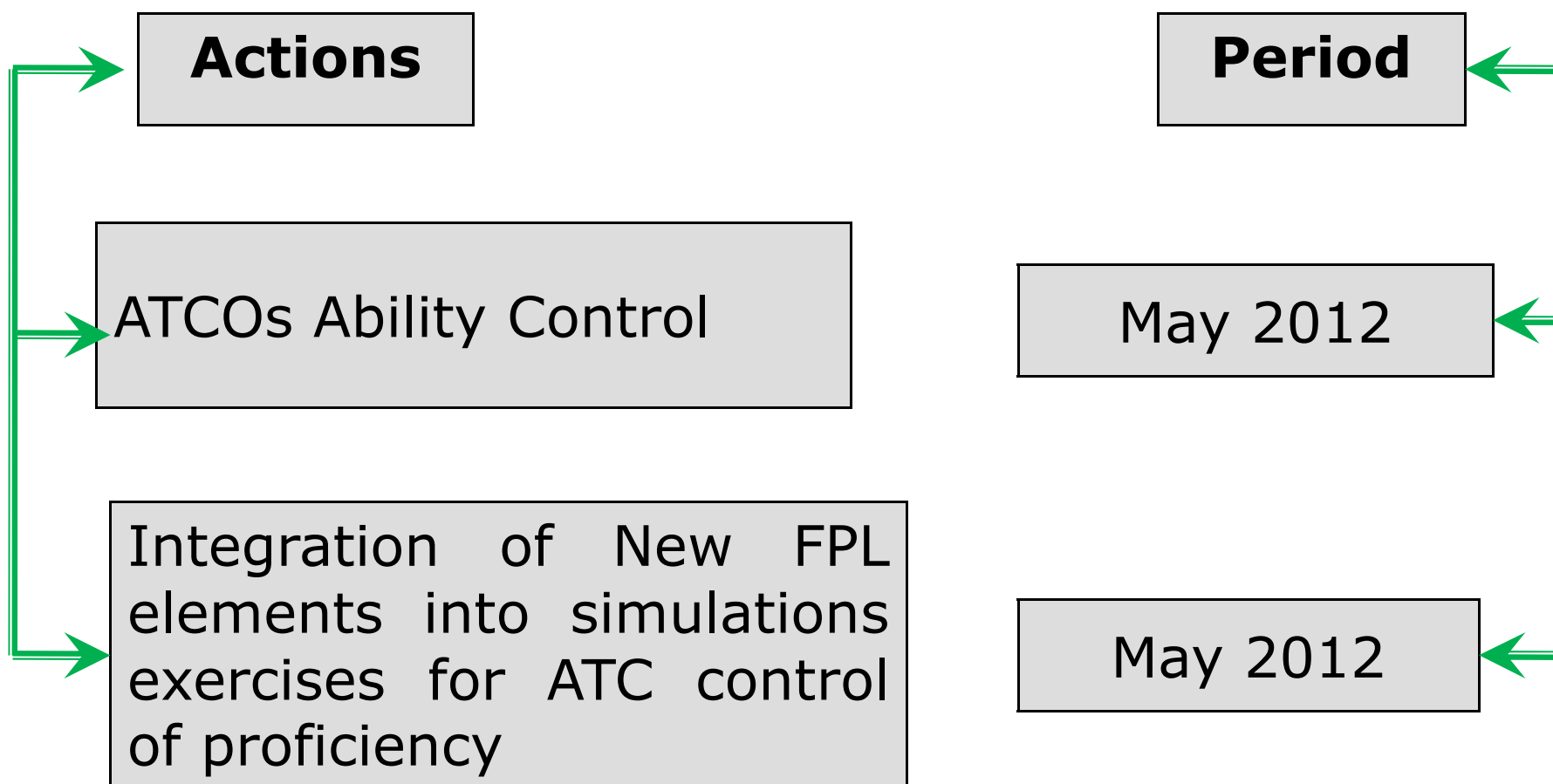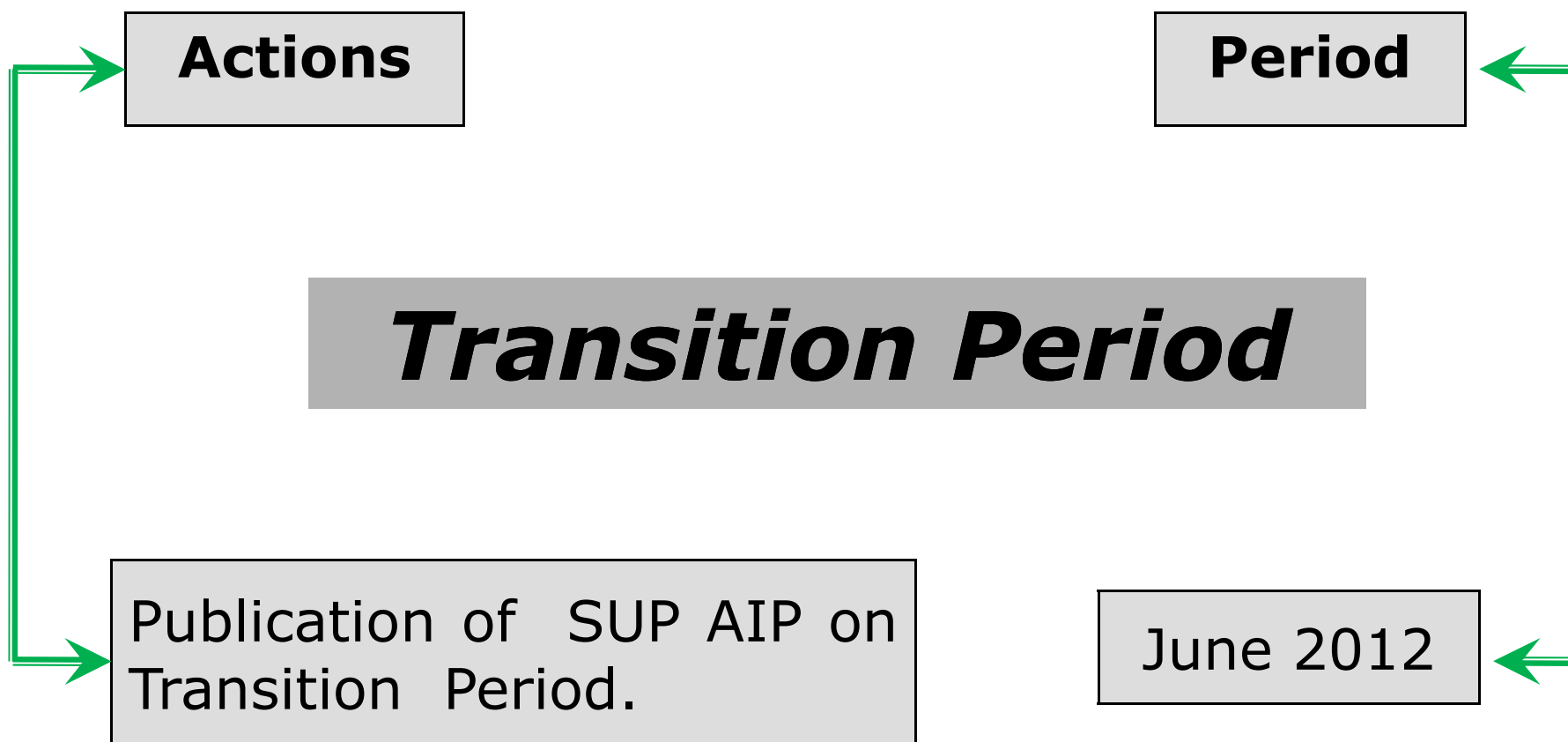
3 – Recommendations

1. *All staff and users involved in FPL management must be trained before the application date.*

2. *Each ANSP has to update it's FDPS and its AFTN to fit with the New FPL...*

3. *Each ANSP must keep both PRESENT and NEW FPL until 15 November 2012.*

3 – Recommendations

4. *ANSPs who plan to implement the NEW FPL should take into account that others ANSPs may not be able to use it…*

5. *So use of the NEW may be restricted in its application if the flight still involves ANSPs who have not yet transitioned…*

6. *Coordination between neighbouring ANSPs for **adoption of a check list** for an harmonised NEW FPL process during the transition period as expressed by RAN/AFI.*

3 – Recommendations

During the transition period and after an ANSP has advised that it can accept the NEW,

7. *… the determination to file NEW or PRESENT with that ANSP will be the choice of airspace user…*

8. *… ANSPs who has transitioned must be able to accept both New and Present.*

✓ *ICAO State Letter 2009/9 - Guidance for implementation of FPL information to support Amendment 1 of PANS-ATM, DOC 4444).*

✓ *ICAO State Letter 2008/50 - Approval of Amendment 1 to the PANS-ATM (25/06/2008).*

✓ *ASECNA Project of EUROCAT-X system Harmonisation.*

Thank you for attention

End

WORKSHOP ON NEW FPL

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Q/A

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